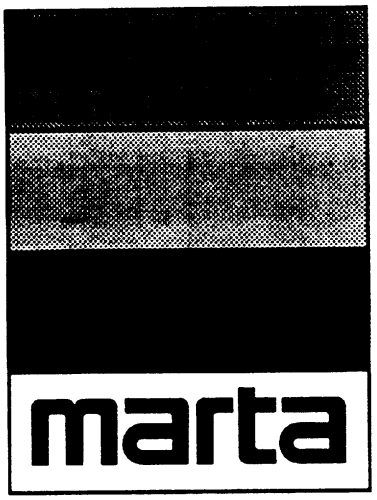

Signing Standards Manual

VOL. 4, CHAPTER 16
MARTA DESIGN CRITERIA

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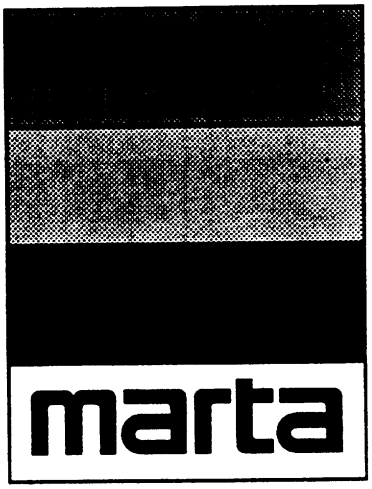

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Introduction

The manual is intended as (1) a design tool for MARTA station architects, (2) a design & placement tool for specifiers of the off-site trailblazer and bus sign systems, and (3) a production reference for fabricators. It sets forth standard graphic elements, color usage, nomenclature, and the MARTA sign hierarchy with specifications and guidelines for placement and scheduling. It is intended as a cross reference and companion document for the MARTA Sign System Contract Documents set in Division 10 of the Project Manual.

This manual also sets forth the division of responsibility between specifiers, transit station architects and their graphics consultants. It outlines the relationships between the MARTA signing system standards and other components of the MARTA transportation system. And it gives general directions for fabrication.

Although as many conditions as possible have been addressed, no complete solution or actual installation conditions for any transit station, off-site trailblazer system, or bus stop route are included. It is the responsibility of each station architect to develop the individual signing program which fulfills MARTA's transit station signing goals. In a like manner, specifiers of the off-site trailblazer and bus sign systems should develop placement and route plans which fulfill MARTA's goals for maximum directional and identity presence. Each fabricator should comply with the specifications set forth herein within the context of actual as-built conditions.

Although this manual is distributed separately, it remains as Chapter 16 of the MARTA Manual of Architectural Design. Its contents, designs, fabrication methods, and specifications are the property of MARTA and shall not be copied, adapted, nor distributed to any third party without written release from MARTA.

For issues not addressed by this manual or its companion MARTA Sign System Contract Documents, contact the MARTA Manager of Architecture, Engineering Division at (404) 848-5000.

The MARTA Signing System

The 1989 MARTA Signing System is designed and presented herein in a hierarchical flow from its most remote off-site application, expressway trailblazers, through interior standard signage directing patrons to the train platform. All elements required to adequately and consistently sign both a transit station or a bus stop are included.

The 1989 system incorporates an update of the pendant mounted signs used for interior transit station directionals in the original system in combination with a new exterior and off-site system. Conceptually, the exterior signs serve as "flags" which are highly visible above street traffic and typical street sign competition. These elements have been designed to be as low maintenance as possible, with most sign faces mounted above pedestrian reach. They also present large color fields which are recognizable visual draws from a long distance. In addition, they provide a systematic location for the organized and standardized presentation of secondary information.

Handicapped Signing

Design and construction standards for MARTA's transit system insure that it will be usable by all people, including those with handicaps affecting hearing, motor abilities and sight.

For patrons with handicaps affecting their motor abilities, it will be necessary to identify accessible paths to and through transit stations. Since it is desirable to emphasize accessible rather than inaccessible routes, all accessible routes shall be identified by signs bearing the international handicapped access symbol shown as Graphic Symbol GS-24 on Contract Document AS069.

Special areas set aside for the handicapped, such as parking spaces, seating areas, etc., are to be noted with appropriate signs bearing the handicapped access symbol.

For the hearing impaired, sign placement is critical. Signs, particularly at transit station platforms, must be clear, prominent and easily read through train windows.

Contract Doc. AS069

Division of Responsibilities

The MARTA Signing System requires any signs used to be planned and placed using the guidelines within this manual with cross reference to any Contract Documents, if issued.

STATION ARCHITECT
It is the responsibility of the Station Architect to submit a conceptual signing plan, to MARTA , based on the information contained in his manual. MARTA will review and comment on this conceptual signing plan.

Within the MARTA Signing System, sign planning, placement and scheduling is generally assigned as follows:

THE OFF-SITE SYSTEM
Assigned to MARTA staff with overview by the Georgia Department of Transportation (D.O.T.) and other local governments.

THE SITE SYSTEM
THE INTERIOR SYSTEM
Assigned to the Station Architect.

All assignees must prepare Contract Documents required for furnishing and installing signs, graphics, and sign supports, under the station facility contract. The documents shall be in accordance with the revised MARTA Signing Standards, Volume 4 Chapter 16, dated October 1989, Signing Standards Manual, and any conceptual signing plan provided by the Station Architect and approved by MARTA.

Design Review Procedure for Transit Station Signing

At the preliminary level of design the Station Architect shall submit to MARTA one set of right reading sepia prints as follows:

SITE PLAN
FLOOR PLAN
REFLECTED CEILING PLANS
INTERIOR ELEVATIONS
SIGN SCHEDULE

The drawings shall indicate and identify each sign in accordance with section 16.1.7

The Station Architect shall consult other chapters of MARTA design criteria to insure that signing is coordinated properly with other components of the MARTA system. Special note should be made of the following key items which must be coordinated:

Any site sign requiring foundation work
Any site sign governing traffic control
Closed-circuit television cameras
Fire/Emergency telephone and fire hose cabinets
Emergency EXIT sign
Police telephone
MARTA Assistance Telephone
Public telephone.

All system components shall be indicated on the drawings for the signing coordination review, along with any required changes of the signing concept for CCTV camera coordination.

For coordination of site signs, the Station Architect shall consult the MARTA Civil and Structural Design Criteria Volume I, Chapter 6. MARTA will return the drawings to the Station Architect for incorporation of design review comments into the Contract Documents.

Signing with the MARTA Signing System Manual

This manual describes the design of the MARTA Signing System - its computerized messages and message ordering procedures, its sign types, its placement guidelines and The Signage Guide specifications. Specifiers should familiarize themselves with these elements prior to undertaking sign planning.

The Placement section, Section 16.7, is the most important part of this manual. Specifiers should start with reviewing the typical positions and placement as shown and then adapt these standards to their unique situation.

Most environmental graphic designers (the design professionals who typically plan and implement large signing programs) begin sign placement after studying a project's circulation paths: major traffic approaches, parking lot traffic, pedestrian approaches, and internal pedestrian movement. Rough plan drawings are made indicating the above. Then the planner overlays the target destinations desired for both vehicles and pedestrians (for all situations - approaches, parking lots, station entries, platforms, etc.) and highlights the best route (circulation path) for that particular user to get from specific points to the target.

At this point if a standard sign system and placement guidelines are available (which the MARTA system provides), existing sign types which can route the user along the circulation path are placed at locations and areas similar to the standards. After this programming exercise, deviations, blind spots and exceptions can be addressed.

Rough plans showing required regulatory and life safety signing are also prepared to program these required signs. Plans showing facilities and fixtures which require signs are likewise created.

All the above are cross referenced with standard sign types to find the proper sign for the identified need. Once the sign type is identified, referral to its sign description page and/or its associated Contract Document will yield all the other information required on the sign schedule forms.

The schedule forms have an additional use in that they can be used quickly by any sign fabricator preparing production proposals to count similar sign types and duplicate messages.

Locating Signs on Drawings

Locating any sign in the MARTA Signing System on drawings requires the use of the Hexagon Sign Identification symbol. This symbol is divided in half, with the top portion containing a sign number which is unique to that particular sign and the bottom portion containing the drawing sheet number where the sign is located.

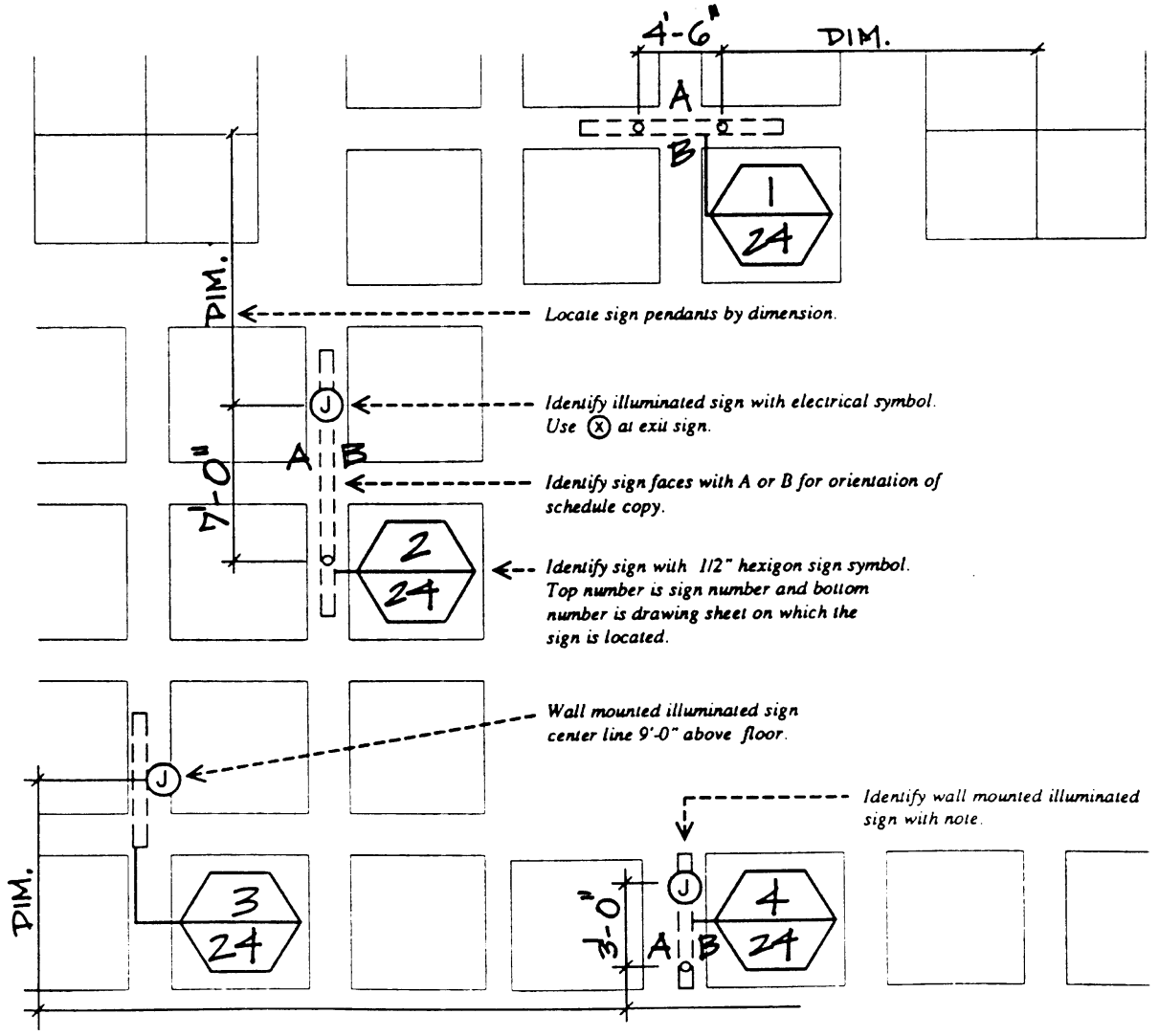
The Hexagon symbol should connect with a line to an in-scale plan of the sign situated in its actual location and aspect on the relevant architectural drawing. When locating a sign with messages on both faces, the Hexagon symbol is augmented by the placement of an A and a B on either side of the sign to indicate the face designations.

The Hexagon symbol is also used on sign schedule drawings and forms, as described on manual page 16.1.8.

Two other standard architectural symbols are also used on the sign location drawings with the Hexagon symbol:

- (J) *electrical symbol identifying illuminated sign*
- (X) *symbol identifying Emergency EXIT sign bands and EXIT signs.*

Placement 16.7



Preparing Sign Schedules

Signs in the MARTA Signing System are scheduled using one of two sign schedule formats: (1) the General Sign Schedule for all signs except Bands and Tubes, and (2) the Band & Tube Sign Schedule.

Both schedules require the sign number (assigned to the upper portion of the Hexagon symbol when locating signs) to be placed in the "Sign No." column. The sign's location (assigned to the lower portion of the Hexagon symbol when locating signs) is placed in the "Location Drawing" column.

On the General Sign Schedule shown on page 16.1.9, the "Arch. Drawing" column is available for cross references to details or elevations helpful to the sign fabricator. The A or B designation for the side to be scheduled is placed in the "Face" column. The computer message reference number chosen when planning the sign is placed in the "Message No." column (refer to page 16.2.1 for a discussion of computerization and to 16.3.1 for a discussion of MARTA messages). The "Remarks" column is available for special instructions and notations. All other columns are self-explanatory after a review of this manual.

The Band & Tube Sign Schedule shown on page 16.6.3 is discussed in the MARTA Band section, beginning with page 16.6.2.

Both schedule formats are available from MARTA in an 8 1/2" x 11" size convenient when programming and planning signs, and as a full size Contract Document mylar. Use these mylars to prepare Contract Documents with all signs scheduled.

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Bands & Tube Signs are scheduled on the Band/Tube Sign Schedule

General Sign Schedule

Sign No.	Location Drawing	Arch. Drawing	Face	Message No.	Message	Message Size	Message Color	Field Color	Remarks Category & Item#	Sign Type	Sign Size	Standard Drawing Reference

Computerization

The MARTA Signing System and all of its art components, including logotypes, alphabets, symbols, and messages, have been produced as a computerized, accessible, and modifiable body of work. The art components have been created in the drawing program "Adobe Illustrator®", available for both PC and Macintosh computers. Other drawing programs which read EPS (Encapsulated Postscript), which is the computer language with which the art files are created, are available and will read the MARTA EPS art files.

MARTA's "Adobe Illustrator®" files reside at one of MARTA's designated service bureaus and are provided to approved fabricators as paper laser proofs or actual size film positive art for direct transfer to silkscreens. All designated MARTA service bureaus must have the capability to service both PC and Macintosh files and provide linotronic output of 2540 DPI (dots per inch) or better.

Messages are output at the desired fabrication size on film positive materials that is 12" wide and unlimited length. Most of the art required in this signing system will be able to be output at full size and will require minimal assembly of lines of copy. In the few cases where the 12" width limitation prohibits full size output, output the image at the largest full image possible within the 12" width and then photographically enlarge. At no other time is the use of second generation art acceptable. The use of lucies, overhead projectors, or hand cut art is also prohibited.

CADD Drawings

The MARTA Signing System Contract Documents have been created using a PC CADD program called Generic CADD and converted using this program to the "Autocad®" standard for MARTA's use. Any CADD program capable of reading files saved as DXF files, which is the CADD industry standard language, will be able to receive and modify the sign images for integrating into CADD system architectural elevations and presentations.

No modifications to the Contract Documents are permitted.

MARTA Messages

MARTA messages consist of words, word groupings, symbols, and arrows in varying combination. These messages have been created in the computer to insure standardized nomenclature, spacing and art quality. All messages have been given an alphanumeric code for specifying and cross-reference purposes. See Section 16.3.1 information.

Specifiers are to use these approved messages for scheduling sign faces and should refer to the relevant sign type pages in this manual for content and format standards. Messages used in this drawing are indicated by the black rectangular message symbol. Any new messages required should be directed to MARTA's attention for creation. Strive always for clear, everyday language with abbreviations kept to a minimum. if abbreviations are absolutely necessary, care should be taken not to destroy the meaning of the message with an obscure abbreviation.

With the exception of station directional signs which say "NORTHBOUND," "SOUTHBOUND," "EASTBOUND," AND "WESTBOUND," and all EXIT signs or any other special conditions such as regulatory Large and Small Station Message Flags and the Designated Use Indicator, messages are to be in caps and lower case.

MARTA messages have been assigned cross reference alphanumerics for easy ordering and specifying. These fall in category breaks as follows:

MARTA Logotype	*L1 or L2*
Transit Symbols	*TS1 or TS2*
Graphic Symbols	*Any GS code*
Transit Station Names	*Any 100, 200 or 300 Level Number*
Off-Site System	*Any 400 Level Number*
Site System	*Any 500 Level Number*
Interior System	*Any 600 Level Number*

All MARTA messages are available from a designated MARTA service bureau as paper laser proofs or film positive full size art. The sign fabricator should use the MARTA Message Requisition Form on page 16.3.2 to order from the service bureaus. Use the alphanumeric code for the message and indicate the capital letter height required. Also indicate the type of material desired, i.e. laser proof or film positive.

When scheduling signs, use the alphanumeric code where indicated on the sign scheduling forms.

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Message Request Form

Message No.	Message	*Indicate L for Left or R for Right of Letters*									*Provide message as:*		
		Message Size	Arrow Type	Arrow Size	Arrow Position	Symbol No.	Symbol Size	Symbol Position	Symbol Field	Symbol Color	Laser Print	Paper Pos.	Film Pos.

Sample form only-obtain actual form from MARTA

Typography

T

All graphic elements and signs requiring copy information shall use the signing typestyle family of MARTA TIMES, MARTA TIMES ITALIC, and MARTA TIMES BOLD. These digital typefaces have been created in the Postscript language and can be provided as Encapsulated Postscript (EPS) graphics files for typesetting on a Macintosh or PC computer using "Adobe Illustrator®" or any other software capable of reading EPS. More importantly, most required copy has been identified to date and is available as configured, letter-spaced words on computer files. Use of this existing art will save fabrication time and eliminate quality errors and degradation of the MARTA transit symbols. Refer to Page 16.3.1 for instructions about ordering actual film positives of typeset words.

When generating new words from these typestyles, see page 16.3.4 and 16.3.5 for letter and word spacing guidelines. Modification of any form is prohibited. The substitution of any other Times Roman typeface as an "or equal" is not acceptable, as the multitude of typestyles bearing this name vary widely in quality and stroke dimensions.

MARTA TIMES and MARTA TIMES ITALIC are intended for informational copy, including directional messages. MARTA TIMES BOLD is for numbers and line abbreviations only and is not to be used for any other application.

As with the new digital MARTA logotype, words should be output as film positives on a Linotronic output device of 2540 DPI or better. Due to the Postscript/Linotronic capability to output high quality art directly as film positives (or negatives), words can be output at the actual fabrication size required, eliminating any additional photographic enlargements and the resulting degeneration of image quality.

Employing these typefaces or any portion of these typefaces for any non-MARTA purpose or distribution to any unauthorized third party is prohibited.

Contract Doc. AS065

N S E W NE
P T H NW
1 2 3 4 5
6 7 8 9 0

MARTA TIMES BOLD

A B C D E F G H I J K L M N
O P Q R S T U V W X Y Z
a b c d e f g h i j k l m n o p
q r s tü v w x y z £ / 1 2 3 4 5
6 7 8 9 0 $ ¢ (=) & ß · ? ! . , ; : - -

MARTA TIMES

A B C D E F G H I J K L M N
O P Q R S T U V W X Y Z
a b c d e f g h i j k l m n o p
q r s tü v w x y z £ / 1 2 3 4 5
6 7 8 9 0 $ (=) & ß · ? ! . , ; : - -

MARTA TIMES ITALIC

Spacing Guidelines

This page shows samples of acceptable letter and word spacing for new MARTA messages created with MARTA Times typefaces. While minor deviations may occur in the creation process of future messages, all effort should be made to recreate the relationships shown in this manual and in the Contract Documents, as spacing has been determined by testing face applications on varying backgrounds at varying viewing distances.

Contract Doc. AS066

To All Trains

PROPER LETTER SPACING
Proper letter spacing makes visual adjustments for the varying widths of letterst o make the positive and negative spaces created by the letterforms appear equal. i.e. the letter "I" is given the most space of all due to its slimness. In general, curve to curve placement requires the least space with straight to straight requiring the most.

Large Cars

PROPER WORD SPACING
Proper word spacing should be balanced visually to make groups of words appear integrated and avoid gaps. A typical word space is normally the width of the capital letter "E" with slightly more space provided for the gap between two capital letters.

Message Formats

Messages consist of words, symbols and arrows in varying combination. Word messages contain lines of words or arrangements of words in lines with spaces in between lines. In the MARTA sign system the relationship of the capital height, or "cap height," (x), to the space between lines is a fixed relationship for most messages, with the space being .5x. In some cases where long messages are used this relationship has been modified and the space between lines reduced to a factor of .45x.

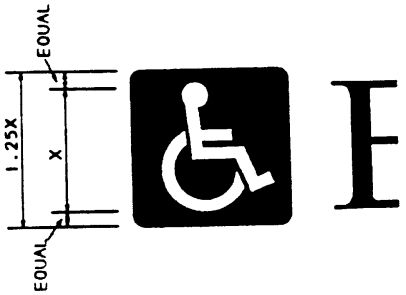
Words are usually positioned flush left with the right margin varying (called rag right). If creating messages not currently in the MARTA library, alignment (flushing) of the first letter in each word of each new line is to be made using the dashed alignment guides indicated on each character of type as shown on Contract Document sheet AS065.

The placement of symbols next to words is equal to a typical word space in the given size of the words used in the message. The placement of arrows next to words varies according to direction and is fully described on Contract Document sheet AS071.

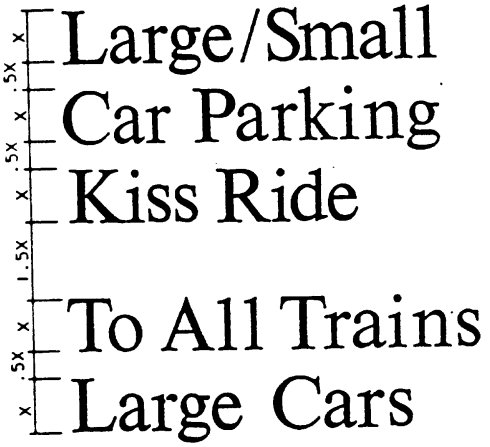
Contract Doc. AS066

Non-payment
of daily fee or
failure to display
monthly permit
on car window
will result in a
penalty of $3.00.

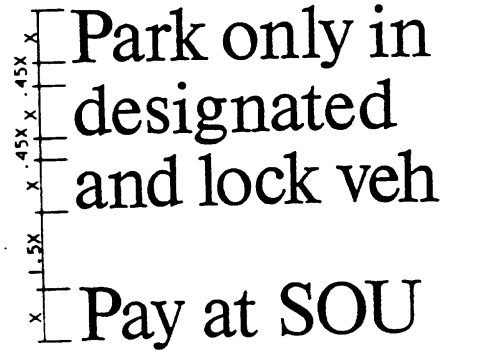
FLUSH LEFT
The alignment of letters or symbols visually to appear as if placed against a straight edge on the left side is called flush left arrangement. Typically, curved letters and serifs should extend over the visual line slightly. the lines drawn on the alphabet characters on drawing AS065 indicate flush left placement guides. position as if the line drawn on the character were to align with a vertical flush left guide line.



SYMBOLS PACEMENT
Symbols are sized at 1.25 of X. the capital height of the letters in the message, and are placed at a distance of a typical word space, i.e. the letter E width, apart from first character in the message.



TYPICAL LINE SPACING
Typical line spacing for MARTA messages is .5X, where X is the height of the capital letters in the message. Typical space between groupings of words, i.e. a paragraph space, is 1.5X.



LINE SPACING FOR LONG COPY BLOCKS
Line spacing for messages with numerous lines of copy has in some cases been modified to be .45X. . The interval between paragraphs remains at 1.5X.

The Logotype

L

The signing system is built around the consistent application of the logotype to a variety of complimentary graphic elements. The logotype is a visual design of the acronym MARTA, standing for Metropolitan Atlanta Rapid Transit Authority. Care should be taken to use the 1989 modification whose enhancements served to make the letter forms more legible from both a distance and readability sense. Two versions of the logotype have been created. The versions have been assigned the letter designation "L" for logotype and a number reference. Use this code when specifying or ordering.

The versions differ only in the increased letter spacing in L2, created to render proper legibility and reproduction of the logotype in small and extremely large sizes. Version L1 is correct for most print and signing applications. Version L2 is to be used (1) when the letter height of "MARTA" is to be 1/8" or less; or (2) in all applications of Sign Type S-8, the Building Identifier. Reference Drawing AS111 for this application.

Application of the logotype should be done through photo-mechanical reproduction only using official reproduction art. Care should be taken to use first generation art in order to minimize degradation. The 1989 modification included encoding the logotype as Encapsulated Postscript (EPS) computer art for incorporation into publication design and CADD drawings. Whenever possible, the desired logotype should be output as a Postscript graphic on a Linotronic output device (or comparable) with 1200 DPI (dots per inch) or better for letter size or smaller applications and 2540 DPI or better for larger than letter size applications. This will capitalize on Postscript's high quality image resolution maintainable for even very large image output.

The logotype should not be modified or redrawn in any way, including use as an outline, nor placed inside text or graphic devices other than the official applications in the MARTA signing and identification programs.

Contact MARTA's designated service bureaus for ordering computer logotype film postives of the logotype.

Contract Doc. AS067

marta

L1 *Logotype for applications with letter height greater than 1/8".*

marta

L2 *Logotype for applications with letter height 1/8" or less or when specifying Sign Type* S-8.

Transit Symbols TS

Two special transit symbols have been designed to identify MARTA transit stations and bus system access. Both have been created in the Postscript language and can be provided as Encapsulated Postscript (EPS) graphics files for use on a Macintosh or PC computer using "Adobe Illustrator®" or any other software capable of reading EPS.

The symbols have been given the letter designation "TS" for Transit Symbols, and assigned a reference number. Refer to TS-1 for the Rail Symbol and TS-2 for the Bus symbol when ordering.

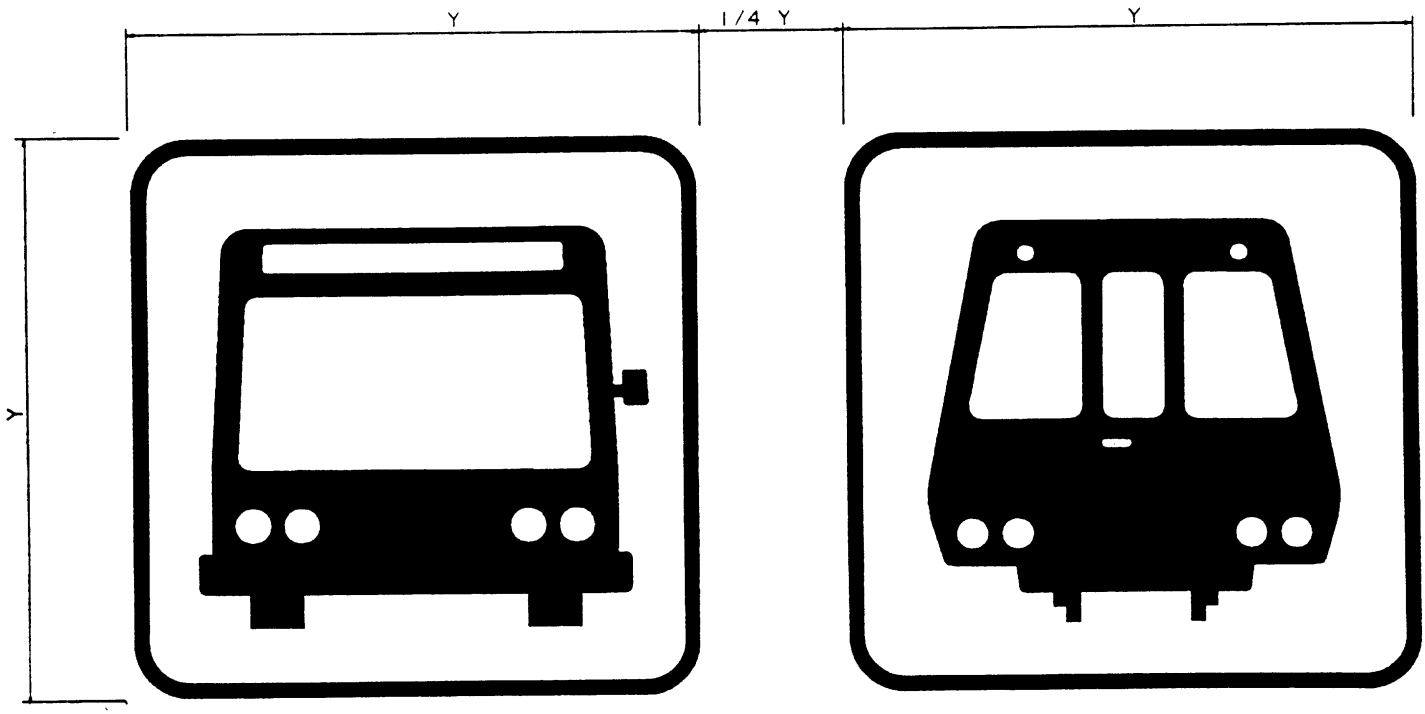
As with the new digital MARTA logotype, symbols should be output as film positives on a Linotronic output device of 2540 DPI or better. Due to the Postscript/Linotronic capability to output high quality art directly as film positives (or negatives), symbols can be output at the actual fabrication size required, eliminating any additional photographic enlargements and the resulting degeneration of image quality.

The substitution of any other symbols, or the modification of these symbols in any way, is prohibited, as is their use for any non-MARTA purpose or distribution to any third party.

Use of this existing art will save fabrication time and eliminate quality errors and degradation of the MARTA transit symbols. Refer to Page 16.3.1 for instructions about ordering actual film positive symbol art.

Note that the relationship on this page shows placement and space relations when using both symbols together. They may also be used independent of each other. Also note that the Transit Symbols are used without the surrounding border for some applications.

Contract Doc. AS068



Graphic Symbols GS

International graphic symbols have been created in the computer along with new, custom graphic symbols to sign MARTA transit stations and bus system access. All have been created in the Postscript language and can be provided as Encapsulated Postscript (EPS) graphics files for use on a Macintosh or PC computer using "Adobe Illustrator®" or any other software capable of reading EPS.

For easy reference, all symbols have been given the letter designations "GS" for graphic symbol and a number assignment. Refer to this code when specifying, scheduling or ordering art.

As with the new digital MARTA logotype, symbols should be output as film positives on a Linotronic output device of 2540 DPI or better. Due to the Postscript/Linotronic capability to output high quality art directly as film positives (or negatives), symbols can be output at the actual fabrication size required, eliminating any additional photographic enlargements and the resulting degeneration of image quality.

The substitution of any other symbols, or the modification of these symbols in any way, is prohibited, as is their use for any non-MARTA purpose or distribution to any third party.

Use of this existing art will save fabrication time and eliminate quality errors and degradation of the MARTA graphic symbols. Refer to Page 16.3.1 for instructions about ordering actual film positives of symbols.

Contract Doc. AS069

GS-1 Lock your Car

GS-2 Taxi Stand

GS-3 Kiss Ride

GS-13 Airport

GS-14 Luggage Storage

GS-15 No Food or Drink

GS-16 No Smoking

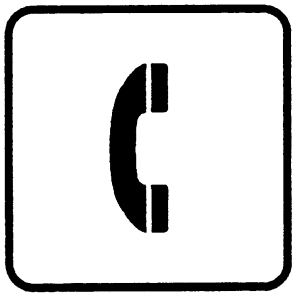
GS-17 Stroller Access

GS-17 No Strollers

GS-19 Men's Restroom

GS-20 Women's Restroom

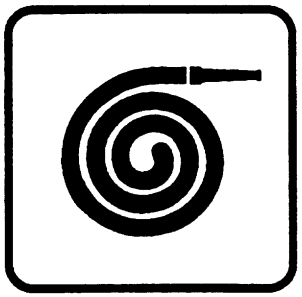
GS-21 Unisex Restroom



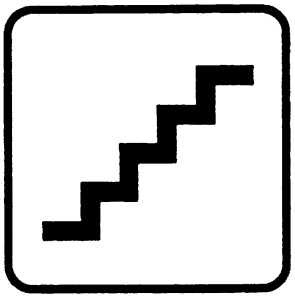
GS-22 Telephone

GS-23 Fire Extinguisher

GS-24 Handicapped



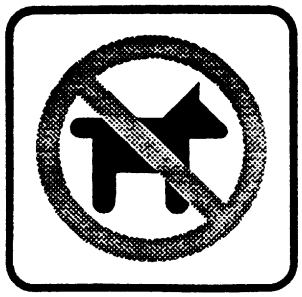
GS-25 Fire Hose



GS-26 Stairway

GS-26 Escalator

GS-28 No Trucks



GS-29 No Pets

GS-30 Car

The Arrow A1

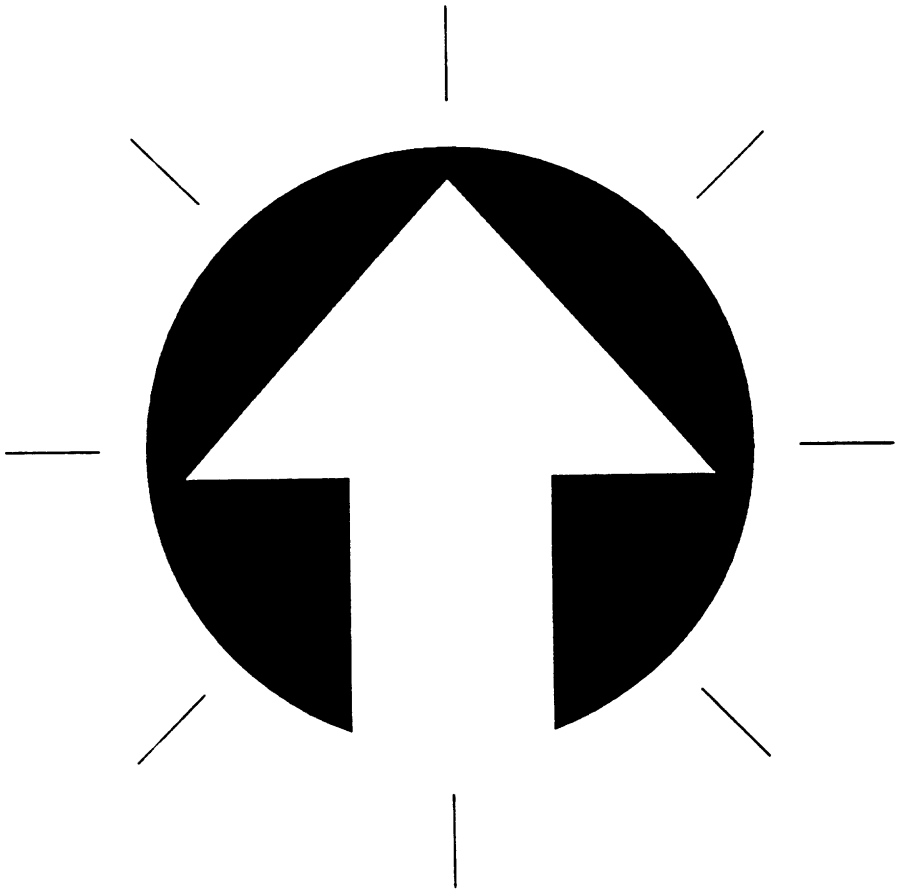
A custom arrow has been created in the computer to sign MARTA transit stations and bus system access. This arrow, A1, has been created in the Postscript language and can be provided as Encapsulated Postscript (EPS) graphics files for use on a Macintosh or PC computer using "Adobe Illustrator®" or any other software capable of reading EPS.

As with the new digital MARTA logotype, arrows should be output as film positives on a Linotronic output device of 2540 DPI or better. Due to the Postscript/Linotronic capability to output high quality art directly as film positives (or negatives), arrows can be output at the actual fabrication size required, eliminating any additional photographic enlargements and the resulting degeneration of image quality.

The arrow has been assigned a letter designation of "A" standing for arrow and a reference number of 1. Use this code when specifying or ordering.

The substitution of any other arrows or the modification of this arrow in any way is prohibited, as is its use for any non-MARTA purpose or distribution to any unauthorized third party.

Contract Doc. AS071



The Original Arrow AO

The orginal MARTA signing system arrow has been recreated in the computer for use in transit stations completed prior to adoption of the 1989 new signing system. This arrow, AO, has been created in the Postscript language and can be provided as Encapsulated Postscript (EPS) graphics files for use on a Macintosh or PC computer using "Adobe Illustrator®" or any other software capable of reading EPS.

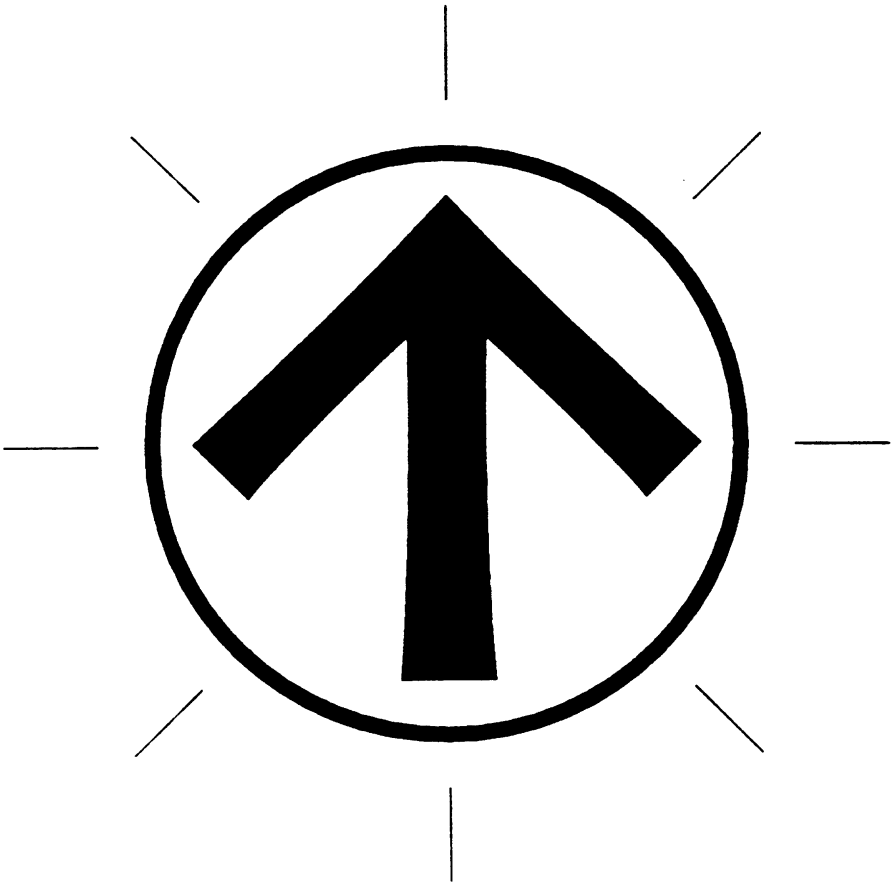
As with the new digital MARTA logotype, arrows should be output as film positives on a Linotronic output device of 2540 DPI or better. Due to the Postscript/Linotronic capability to output high quality art directly as film positives (or negatives), arrows can be output at the actual fabrication size required, eliminating any additional photographic enlargements and the resulting degeneration of image quality.

The arrow has been assigned a letter designation of "AO" standing for original arrow.

The substitution of any other arrows or the modification of this arrow in any way is prohibited, as is its use for any non-MARTA purpose or distribution to any unauthorized third party.

Use of this existing art will save fabrication time and eliminate quality errors and degradation of the MARTA signing system. Refer to Page 16.3.1 for instructions about ordering arrows.

Contract Doc. AS071



Flag Transit Station Names 100

The MARTA flag transit station names consist of the station names arranged flush left and rag right in lines. The station name is always accompanied by the words "Transit Station."

These messages have been assigned designator codes in the 100 level series. Use this code when scheduling or ordering message art.

Note that a few of the transit station names have been isolated and designated as "long" names, which when placed on MARTA flag signs must be assigned a cap height different from the standard cap height. Refer to the flag signs in the Contract Documents set, beginning at AS096, to see this condition illustrated.

Contract Doc. AS072

Normal Length Transit Station Names

100 Airport Transit Station

101 Arts Center Transit Station

102 Ashby Transit Station

103 Avondale Transit Station

104 Bankhead Transit Station

108 Buckhead Transit Station

109 Chamblee Transit Station

110 Civic Center Transit Station

111 College Park Transit Station

112 Decatur Transit Station

113 Doraville Transit Station

115 East Lake Transit Station

116 East Point Transit Station

118 Emory Transit Station

119 Five Points Transit Station

120 Garnett Transit Station

121 Georgia State Transit Station

122 Hapeville Transit Station

123 Hightower Transit Station

124 Indian Creek Transit Station

127 King Memorial Transit Station

129 Lenox Transit Station

130 Lindbergh Center Transit Station

131 Medical Center Transit Station

132 Midtown Transit Station

133 North Avenue Transit Station

135 Northside Drive Transit Station

136 North Springs Transit Station

137 Oakland City Transit Station

138 Omni Transit Station

139 Peachtree Center Transit Station

140 Perry Homes Transit Station

141 Sandy Springs Transit Station

142 Vine City Transit Station

143 West End Transit Station

144 West Lake Transit Station

Long Length Transit Station Names

105 Brookhaven
Transit
Station

106 Brookwood
Transit
Station

107 Brownlee-
Boulder
Park
Transit
Station

114 Dunwoody
Transit
Station

117 Edgewood-
Candler Park
Transit
Station

125 Inman Park-
Reynoldstown
Transit
Station

126 Kensington
Transit
Station

128 Lakewood-
Fort
McPherson
Transit
Station

114 North
Druid Hills
Transit
Station

Entraining Transit Station Names 200

The MARTA entraining transit station names consist of the station name set on one line accompanied by the words "Transit Station."
These messages have been assigned designator codes in the 200 level series. Use this code when scheduling or ordering message art.

The entraining names are used on the MARTA band signs at station entrances.

Contract Doc. AS073

200 Airport Transit Station
201 Arts Center Transit Station
202 Ashby Transit Station
203 Avondale Transit Station
204 Bankhead Transit Station
205 Brookhaven Transit Station
206 Brookwood Transit Station
207 Brownlee-Boulder Park Transit Station
208 Buckhead Transit Station
209 Chamblee Transit Station
210 Civic Center Transit Station
211 College Park Transit Station
212 Decatur Transit Station
213 Doraville Transit Station
214 Dunwoody Transit Station
215 East Lake Transit Station
216 East Point Transit Station
217 Edgewood-Candler Park Transit Station
218 Emory Transit Station
219 Five Points Transit Station
220 Garnett Transit Station
221 Georgia State Transit Station
222 Hapeville Transit Station
223 Hightower Transit Station
224 Indian Creek Transit Station
225 Inman Park-Reynoldstown Transit Station
226 Kensington Transit Station
227 King Memorial Transit Station
228 Lakewood-Fort McPherson Transit Station
229 Lenox Transit Station
230 Lindbergh Center Transit Station
231 Medical Center Transit Station
232 Midtown Transit Station
233 North Avenue Transit Station
234 North Druid Hills Transit Station
235 Northside Drive Transit Station
236 North Springs Transit Station
237 Oakland City Transit Station
238 Omni Transit Station
239 Peachtree Center Transit Station

240 Perry Homes Transit Station

241 Sandy Springs Transit Station

242 Vine City Transit Station

243 West End Transit Station

244 West Lake Transit Station

Detraining Transit Station Names 300

The MARTA detraining transit station names consist of the station name set on one line accompanied by the station alphanumeric designation. The words "Transit Station" are not used on the Detraining transit station name messages.

These messages have been assigned designator codes in the 300 level series. Use this code when scheduling or ordering message art.

The detraining names are used on the MARTA band signs at the platform level.

Contract Doc. AS073

300 Airport S7

301 Arts Center N5

302 Ashby W3

303 Avondale E7

304 Bankhead P4

305 Brookhaven NE8

306 Brookwood NW6

307 Buckhead N7

308 Brownlee-Boulder Park W6

309 Chamblee NE9

310 Civic Center N2

311 College Park S6

312 Decatur E6

313 Doraville NE10

314 Dunwoody N9

315 East Lake E5

316 East Point S5

317 Edgewood-Candler Park E4

318 Emory T5

319 Five Points

320 Garnett S1

321 Georgia State E1

322 Hapeville H6

323 Hightower W5

324 Indian Creek E9

325 Inman Park-Reynoldstown E3

326 Kensington E8

327 King Memorial E2

328 Lakewood-Fort McPherson S4

329 Lenox NE7

330 Lindbergh Center N6

331 Medical Center N8

332 Midtown N4

333 North Avenue N3

334 North Druid Hills T6

335 Northside Drive NW7

336 North Springs N11

337 Oakland City S3

338 Omni W1

339 Peachtree Center N1

340 Perry Homes P5

341 Sandy Springs N10

342 Vine City W2

343 West End S2

344 West Lake W4

The Off-Site System Messages 400

The various messages used in the MARTA Off-Site Sign System have been assigned designator codes in the 400 level series. Use this code when scheduling or ordering message art.

Contract Doc. AS074

400 Park/Ride

401 Park/Ride
Additional Parking

402 Free Parking for
MARTA Transit System
Patrons.

403 MARTA is not
responsible for
damage, theft or loss.

420 Abernathy
Park/Ride
Lot

421 Barge Road
Park/Ride
Lot

422 Doraville
Park/Ride
Lot

423 Gresham
Park/Ride
Lot

424 Laredo
Park/Ride
Lot

425 Memorial
Park/Ride
Lot

426 Perimeter
Mall
Park/Ride
Lot

427 South
Fulton
Park/Ride
Lot

428 Stone
Mountain
Park/Ride
Lot

440 Bus Stop

441 Routes

PT-1
PEACHTREE
TROLLEY

PT-2 Route 10

PT-3 One Block
East

The Site System Messages 500

The various messages used in the MARTA Site Sign System have been assigned designator codes in the 500 level series. Use this code when scheduling or ordering message art.

Contract Doc. AS075

500 Kiss Ride

501 Taxi Stand

502 Bus Loop

503 Lock Up!

504 Speed Limit

505 Tow-Away

506 Parking Lot

507 Pay Parking

508 Violators

509 PAY PARKING

510 YIELD

511 PEDESTRIAN ENTRANCE

512 NO PEDESTRIANS

513 NO THRU TRAFFIC

514 DO NOT ENTER

515 NO RIGHT TURN

516 NO LEFT TURN

517 NO PARKING ANYTIME

518 VIOLATORS WILL BE ARRESTED
USE STATION ENTRANCE

519 ATTENDED VEHICLES ONLY

520 AUTHORIZED VEHICLES ONLY

521 LARGE CARS ONLY

522 SMALL CARS ONLY

551 Visitors

523 OVER 15 FT

524 PATRONS ONLY

525 Pedestrian Crossing

526 Permit Parking Only
Tow-Away Zone

527 Maximum Fine $500

528 MARTA is not responsible for loss or damage.

529 MARTA is not responsible for damage, theft or loss.

530 No Trucks

531 PAY PARKING

532 Small and Large Car Parking

552 Reserved

533 Parking
Kiss Ride
Buses

534 Monthly Permits, Tokens or
85¢
weekdays
5AM to 6PM.

Park Only in Numbered Spaces

Pay at SOUTH Pay Center at station entrance

Remember Your Space Number!

535 Monthly Permits, Tokens or
85¢ weekdays
5AM to 6PM.

Park in Numbered Spaces Only Pay at Pay Center at Station Entrance.

Remember Your Space Number!

536 Improperly parked or abandoned vehicles will be towed away at owner's risk and expense by the Brown & Brown Wrecker Service 3854 North Peachtree Road, Chamblee, GA. 30341, 457-2226

537 Non-payment of daily fee or failure to display monthly permit on car window will result in a penalty of $3.00. Multiple parking violations will result in booting of car with a $25 boot removal fee.

538 Park only in designated spaces and lock vehicle. MARTA is not responsible for loss or damage to vehicles or contents.

539 Call 848-3188 for boot removal. Call MARTA information about permits.

540 GA. code section. 441-1-L13

541 Pay Parking Lot
Kiss Ride
Taxi Stand

542 SOUTH
Pay Parking
♿ Entry

Buses

543 Park in Numbered Spaces Only.

Pay at SOUTH Pay Center at station entrance

Remember Your Space Number!

544 Non-payment of daily fee or failure to display monthly permit on car window will result in a penalty of $3.00.

545 Multiple parking violations will result in booting of car with a $25 boot removal fee.
GA. code section. 441-1-L13
Call 848-3188 for boot removal. Call MARTA information to obtain monthly permit.

546 Park only in designated spaces and lock vehicle. MARTA is not responsible for loss or damage to vehicles or contents.

549 George Ivey
Chairman

550 Visitor
Parking

547 Improperly parked or abandoned vehicles will be towed away at owner's risk and expense by the Brown & Brown Wrecker Service 3854 N. Peachtree Rd. Chamblee, GA. 30341. 457-2226

548 *MARTA is not responsible for damage, theft or loss.*

570 Pay Parking Center 85¢/Day Space Numbers 605-1500

571 Pay Parking Center 85¢/Day

572 Pay Parking Center 85¢/Day

574 Small Cars Kiss Ride ♿ Parking

573 SOUTH Pay Center 85¢/Day

584 1 587 4 590 7

585 2 588 5 591 8

586 3 589 6 592 9

593 Park in Direction of Traffic Only

577 Park only in designated spaces and lock vehicle. MARTA is not responsible for loss or damage to vehicles or contents. Improperly parked or abandoned vehicles will be towed away at owner's risk and expense by:
Brown & Brown Wrecker Service, 3854 North Peachtree Rd. Chamblee, GA. 30341 457-2226
GA. code section. 441-1-L13
Minimum fine is $45.00

578 Violator Envelope

594 No Parking

595 Employee Parking Only

596 Employee Parking Only

579 Place coin or token in slot above number indicated by arrow. Park and lock in numbered spaces only. Violators subject to tow away.

580 Overnight Parking

Park in Numbered Spaces Only. Fee is 85¢ or a token for each night or a Monthly Parking Permit.

Insert fee for first night in the correctly numbered coin slot for your space. Fill out the overnight fee envelope and insert fee for remaining nights.

Deposit the envelope in the Violator Envelope slot on the Pay Parking Center unit corresponding to your parking space.

581 No overnight or longterm parking allowed at College Park, East Point, Lenox or Avondale Transit Stations.

582 Contact MARTA Information to obtain a Monthly Parking Permit. 848-4188

583 Envelopes

575 Space Numbers 605-1500

576 Overnight Parking

597 Additional Parking in Decks

598 Additional Parking in Decks

599 2 Hr. Limit

The Interior System Band Messages 600

The various messages used in the MARTA Interior Sign System have been assigned designator codes in the 600 level series. Use this code when scheduling or ordering message art.

The messages ranging from 600 to 649 are used on the MARTA band sign faces.

Contract Doc. AS077

600 All Trains
601 Elevator
602 Escalator
603 Buses
604 All Trains and Buses
605 No Smoking
606 N. Parking
607 S. Parking
608 To Street
609 Fare vending
610 Men
611 Women
612 Airport Trains
613 Airport Information
614 12, 27, 40
615 17, 39, 54
616 To Downtown Atlanta
620 NORTHBOUND
621 SOUTHBOUND
622 EASTBOUND
623 WESTBOUND
630 Peachtree St.
631 Ellis St.
632 Elevator to North Avenue
634 Lots
635 Lenox Rd.
636 Roxboro Rd.
637 Parking Lot

The Interior System Tube Messages 600

The various messages used in the MARTA Interior Sign System have been assigned designator codes in the 600 level series. Use this code when scheduling or ordering message art.

The messages ranging from 650 to 699 are used on the MARTA tubes.

Contract Doc. AS078

650 To Georgia State, Decatur, Avondale

651 Take Escalators to Platform

652 Escalators to Street

653 ♿ Elevator

654 ♿ Elevator at the end of Platform

655 To Street

656 To Street and all Pay Parking Lots

657 Westbound & Street

658 Eastbound & Westbound

659 ✈ To Airport

660 To Airport ✈ & Downtown Atlanta

661 *Remember!* Take Airport Train

662 C Underground Atlanta

663 C World Congress Center

664 Exit to Peachtree Street

665 Take Westbound Train to Omni Transit Station

666 Every other train goes to the Airport and is marked "Airport" on cars.

670 C Westbound

671 C Eastbound

672 Lots

673 To Broad Street

674 Piedmont Avenue

675 Take Escalators to Street

676 Fare Vending

677 Elevator

667 Exit Through Faregates Only

The Interior System Warning and Prohibitive Messages 600

The various messages used in the MARTA Interior Sign System have been assigned designator codes in the 600 level series. Use this code when scheduling or ordering message art.

The messages ranging from 600.1 to 600.49 are used on MARTA bands, tubes and other interior signs to relate warnings and prohibitive information.

Contract Doc. AS079

600.1 *Danger!* Do Not Enter

600.2 Emergency Exit Only

600.3 Handicapped Only

600.4 Fire
Emergency
Telephone

600.5 Fire
Extinguisher

600.6 Fire Hose & Extinguisher

600.7 Fire Hose
Valve &
Extinguisher

600.20 Please Restrict
Use of Elevators to:

600.21 Handicapped
and Infirm

600.22 Strollers or
Carts

600.23 Luggage

600.24 All others please use
Stairways & Escalators.

600.37 CAUTION
Hold Hand Rails
Hold Children's Hands
Avoid Sides

The Interior System Information and Identification Messages 600

The various messages used in the MARTA Interior Sign System have been assigned designator codes in the 600 level series. Use this code when scheduling or ordering message art.

The messages ranging from 600.50 to 600.99 are used to identify special usage areas and inform patrons about the transit station and the MARTA system.

Contract Doc. AS080

600.50 Maps and Information

600.51 Maps and Information

600.52 For further scheduling information use any white MARTA Assistance Telephone

600.53 Insert TransCard face up in slot.

600.54 85¢ or Token

600.55 Tokens

600.56 Insert $1 bill. Receive 1 Token & 10¢ change.

600.57 Insert $ 5 bill and receive 6 Tokens.

600.58 This machine handles only one transaction at a time. Do not insert bill in this side when $5.00 slot is in use.

600.59 This machine handles only one transaction at a time. Do not insert bill in this side when $1.00 slot is in use.

600.60 If you have any problems with this machine pick up the White Patron Assistance Phone for help.

600.61 MARTA Fare is 85¢ in exact change or a Token.

600.62 Information

600.63 Assistance

600.64 Telephone

600.65 Police Telephone

600.66 Men

600.67 Women

600.68 Restroom

600.69 Auxiliary Electrical Room

600.80 117

600.90 RideStore

600.91 RideStore Hours

600.92 Monday - Friday
10a.m. - 4p.m.

600.93 Saturday
8:30a.m. - 5p.m.

600.96 An elevator is available behind you on this level for use by the elderly, the handicapped, those carrying hand luggage, those with baby strollers and for persons who may experience discomfort on long escalators.

600.98 Area
Directory

Primary Colors PC

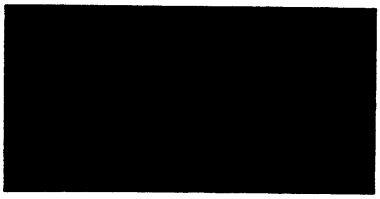
The MARTA Signing System uses six Primary Colors: MARTA Orange, Yellow, Blue, Grey, Black and White. These colors are used on the signing components to provide strong visual reference and identity. On some transit station site signs and the entraining band signs, MARTA Orange, Yellow and Blue are used as color codes for the rail transit lines. Three Secondary Colors complete the system: Warning Red for emergency EXIT routes, warnings, and prohibitive regulatory information; Warning Yellow for caution messages; and International Blue for handicapped access symbols. No other colors are to be introduced without approval from MARTA.

All colors are referenced on the Contract Documents and in portions of the manual by a square symbol bearing a letter designation. Use this code when specifying or preparing design or shop drawing submissions. The color coding is as follows:

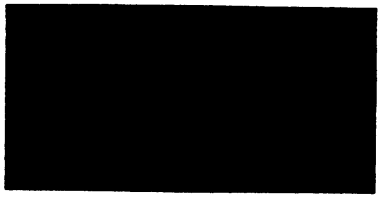
PRIMARY COLORS	*PAINT*	*SYMBOL*
MARTA Orange Used for the North-South Line	*Wyandotte Grip-Gard 110 A4*	O
MARTA Yellow Used for the Express Bus System	*Wyandotte Grip-Gard 120 A6*	Y
MARTA Blue Used for the East-West Line	*Wyandotte Grip-Gard 163 C6*	BL
MARTA Black Used for the MARTA Logotype, symbols and some copy messages	*Wyandotte Grip-Gard 188 H3*	B
MARTA White Used for the Logotype background, messages and symbols.	*Wyandotte Grip-Gard White*	W
MARTA Grey Used for sign structures, backgrounds and cases.	*Wyandotte Grip-Gard 187 F5*	G

MARTA Orange

MARTA Yellow

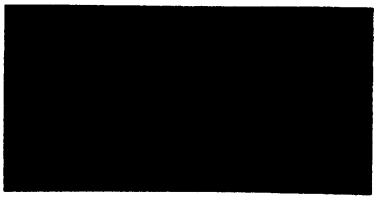


MARTA Blue



MARTA Black

MARTA White



MARTA Grey

Secondary Colors SC

The MARTA Signing System uses three Secondary Colors: Warning Red for emergency EXIT routes, warnings, and prohibitive regulatory information; Warning Yellow for caution messages; and International Blue for handicapped access symbols. Two additional clors are used for the Peachtree trolley signing, a system which also utilizes MARTA White and MARTA Black. No other colors are to be introduced without approval from MARTA.

All colors are referenced on the Contract Documents and in this manual by a square symbol bearing a letter designation. Use this code when specifying or preparing design or shop drawing submissions. The color coding is as follows:

SECONDARY COLORS	*PAINT*	*SYMBOL*
Warning Red *Used for Warning, Regulatory and Prohibitive Information*	*Wyandotte Grip-Gard 106 A4*	WR
Warning Yellow *Used for Caution messages*	*Wyandotte Grip-Gard 118 A6*	WY
International *Used for Handicapped Access symbols*	*Wyandotte Grip-Guard 165 B6*	IB

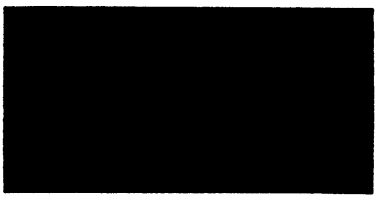
PEACHTREE TROLLEY	*PAINT*	*SYMBOL*
Trolley Red	*Wyandotte Grip-Gard 106 B5*	TR
Trolley Gold	*Wyandotte Grip-Gard 121 D4*	TG

Contract Doc. AS081

SECONDARY COLORS

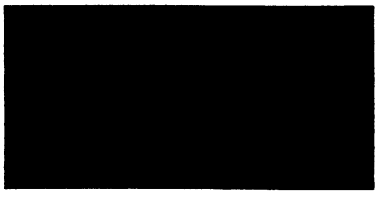
Warning Red

Warning Yellow



International Blue

PEACHTREE TROLLEY



Trolley Red

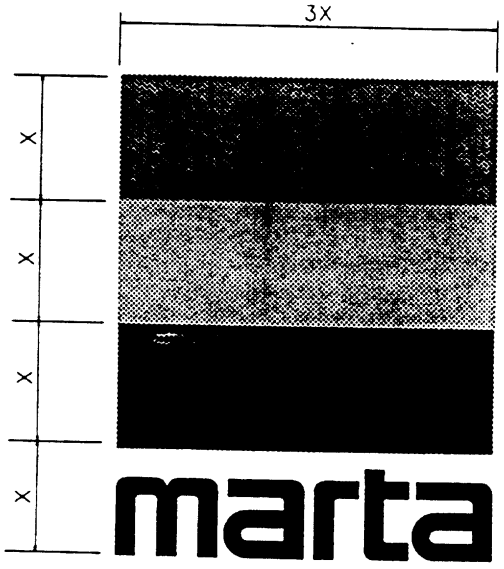
Trolley Gold

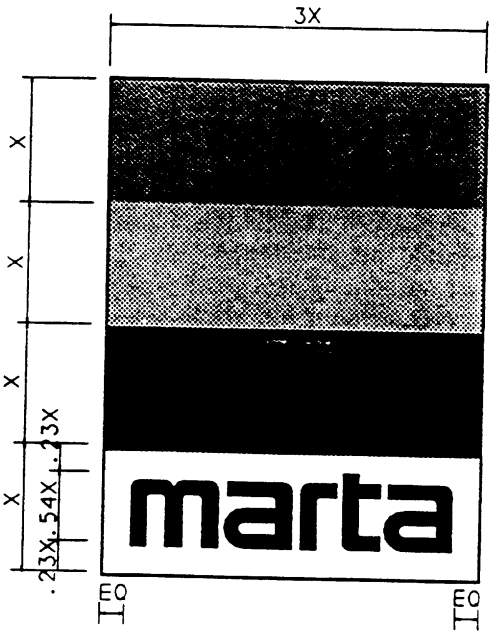
The Signing Logo Configuration SL

The MARTA Signing Logo Configuration used on the flag signs and on various other applications consists of the 1989 revised MARTA logotype in combination with a square version of the MARTA three-stripe graphic device. Two relationships have been created: one where the logo is used on a large, light background field and the MARTA L1 logotype is placed flush with the stripes; and one for such applications as the flag signs where the MARTA logotype L1 is contained within a format framed by the edge of the stripes.

The size relationships and color assignments shown are fixed and are not to be altered or modified for any reason. Approved background fields for this logo are limited to white or off-white, grey or black. Applications to architectural surfaces with non-approved color fields or noticeable texture must be approved by MARTA prior to fabrication.

Usage sizes vary as set forth in this manual.





The Off-Site System OS

The 1989 signing system includes a system of off-site signs which (1) routes patrons from expressways through major traffic arteries to transit stations; (2) directs patrons to MARTA Park & Ride facilities; and (3) identifies pedestrian bus stops. These signs also serve as visible reinforcement of MARTA presence and broad implementation in the Atlanta area. Placement and scheduling of these signs are the responsibility of MARTA or any designated MARTA consultant, in conjunction with the Georgia Department of Transportation, and other local governments is not included within the scope of transit station signing.

The Off-Site System includes:

16.4.2 Sign Type OS-1, the Rail Line Overpass Identifier
16.4.3 Sign Type OS-2, the Expressway Transit Station Trailblazer
16.4.4 Sign Type OS-3, the Expressway Park/Ride Trailblazer
16.4.5 Sign Type OS-4, the Freestanding Transit Station Trailblazer
16.4.6 Sign Type OS-5, the Freestanding Park/Ride Trailblazer
16.4.7 Sign Type OS-6, the Pole Mounted Transit Station Trailblazer
16.4.8 Sign Type OS-7, the Pole Mounted Park/Ride Trailblazer
16.4.9 Sign Type OS-8, the Park/Ride Entry Flag
16.4.10 Sign Type OS-9, the Park/Ride Lot Information Sign
16.4.11 Sign Type OS-10, the Freestanding Bus Stop Flag Indicator
16.4.12 Sign Type OS-11, the Economy Bus Stop Indicator
16.4.13 Sign Type OS-12, the Post Mounted Bus Stop Indicator
16.4.14 Sign Type OS-13, the Pole Mounted Bus Stop Indicator
16.4.15 Sign Type OS-14, the Flag Bus Route Indicator
16.4.16 Sign Type OS-15, the Economy Bus Route Indicator
16.4.17 Sign Type OS-16, the Pole Mounted Bus Route Indicator
16.4.18 Sign Type PT-1, the Peachtree Trolley Bus Stop Indicator
16.4.19 Sign Type PT-2 , the Peachtree Trolley Post Mounted Stop Indicator
16.4.20 Sign Type PT-3, the Peachtree Trolley Pole Mounted Stop Indicator
16.4.21 Sign Type PT-4, the Peachtree Trolley Trailblazer

The goals of the Off-Site System are

1. *to sign the MARTA rail as the line passes over expressways and major traffic arteries;*
2. *to sign the expressway exits which access the primary travel routes to MARTA Transit Stations;*
3. *to sign the most direct travel routes from expressway exits to MARTA transit stations;*
4. *to clearly sign MARTA bus stops while providing visible indicators to automobile*
5. *to indicate specific bus routes by name and number where necessary*
6. *to raise the image retention of the Atlanta automobile user-base as to MARTA's availability and areawide presence, thus letting a functional signing system serve as repetitive advertising;*
7. *to act as an integrated component of the overall MARTA signing system by similar signing design, nomenclature and color palettes.*

Location and quantity of these sign types should reinforce all of the above.

Placement 16 7.2 through 16.7.5

The Rail Line Overpass Indicator OS-1

The MARTA Rail Line Overpass Indicator, Sign Type OS-1, identifies the rail lines as they pass over expressways and major traffic arteries. The sign is made of painted formed aluminum with photosilkscreened graphics.

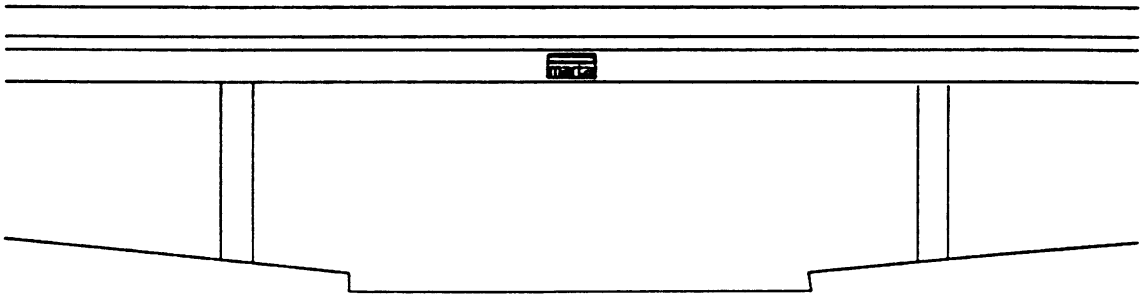
The sign face graphics consist of the MARTA signing logo.

Placement and scheduling of this sign type is the responsibility of MARTA or any designated MARTA consultant.

Placement 16.7.2 Specifications 10LC Contract Doc. AS082

6'- 0" x 3'- 0"
sign centered above street on overpass girder

Scale: 1"=1'- 0"



Scale: N.T.S.

The Expressway Transit Station D.O.T. Trailblazer OS-2

The MARTA Expressway Transit Station D.O.T. Trailblazer, Sign Type OS- 2, directs traffic to the expressway exit which leads to the most direct access route to the nearest MARTA Transit Station. The sign is composed of materials per Georgia D.O.T.'s interstate sign specifications.

Graphics are to be to D.O.T.'s interstate sign requirements, using the MARTA Signing Logo Configuration modified as shown.

Placement and scheduling of this sign type are the responsibilities of MARTA or designated MARTA consultant.

Placement 16.7.2 Specifications 10LC Contract Doc. AS083

The Freestanding D.O.T. Transit Station Trailblazer OS-4

The MARTA Freestanding Transit Station D.O.T. Trailblazer, Sign Type OS-4, is a single-faced sign composed of a system of units mounted on one standard Georgia D.O.T. painted channel post. This sign is used to direct vehicular traffic from expressway exits and major traffic arteries to MARTA Transit Stations. It is typically placed along routes with good approach visibility and no need for a two-sided message.

The sign is composed of three separate, and thus easily replaceable, units. The units are made of combinations of transparent and opaque inks photosilkscreened onto reflective vinyl material which has been applied to aluminum plate.

The graphics consists of the MARTA Signing Logo Configuration, the name of the targeted transit station, the MARTA Transit Symbols, and Arrow A1 indicating direction.

Placement and scheduling of this sign type are the responsibilities of MARTA or any designated MARTA consultant in conjunction with the Georgia Department of Transportation.

The Freestanding D.O.T. Park/Ride Lot Trailblazer OS-5

The MARTA Freestanding Park/Ride D.O.T. Trailblazer, Sign Type OS-5, is a single-faced sign composed of a system of units mounted on one standard Georgia D.O.T. painted channel post. This sign is used to direct vehicular traffic from expressway exits to MARTA Park & Ride facilities.

The sign is composed of three separate, and thus easily replaceable, units. The units are made of combinations of transparent and opaque inks photosilkscreened onto reflective vinyl material which has been applied to aluminum plate.

The graphics consists of the MARTA Signing Logo Configuration, the Park and Ride message, the MARTA Bus Transit Symbol, and Arrow A1 indicating direction.

Placement and scheduling of this sign type are the responsibilities of MARTA or any designated MARTA consultant in conjunction with the Georgia Department of Transportation.

The Pole Mounted Transit Station D.O.T. Trailblazer OS-6

The MARTA Pole Mounted Transit Station D.O.T.Trailblazer, Sign Type OS- 6, is a single-faced sign composed of a system of painted aluminum units on a channel which is mounted on existing light poles or telephone poles. This sign is used to direct vehicular traffic from expressway exits and major traffic arteries to MARTA Transit Stations.

The sign is composed of three separate, and thus easily replaceable, units. The units are made of combinations of transparent and opaque inks photosilkscreened onto reflective vinyl material which has been applied to aluminum plate.

The graphics consists of the MARTA Signing Logo Configuration, the name of the targeted transit station, the MARTA Transit Symbols, and Arrow A1 indicating direction.

Placement and scheduling of this sign type are the responsibilities of MARTA or any designated MARTA consultant in conjunction with the Georgia Department of Transportation.

The Pole Mounted Park/Ride D.O.T. Trailblazer OS-7

The MARTA Pole Mounted Park/Ride D.O.T.Trailblazer, Sign Type OS-7 is a single-faced sign composed of a system of painted aluminum units on a painted channel which is mounted to existing light or telephone poles. This sign is used to direct vehicular traffic from expressway exits to MARTA Park & Ride facilities.

The sign is composed of three separate, and thus easily replaceable, units. The units are made of combinations of transparent and opaque inks photosilkscreened onto reflective vinyl material which has been applied to aluminum plate.

The graphics consist of the MARTA Signing Logo configuration, the Park & Ride message, the Bus Transit Symbol, and Arrow A1 indicating direction.

Placement and scheduling of this sign type are the responsibilities of MARTA or any designated MARTA consultant in conjunction with the Georgia Department of Transportation.

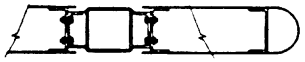
The MARTA Park/Ride Entry Flag OS-8

The MARTA Park/Ride Entry Flag, Sign Type OS-8, is a sign composed of painted aluminum with photosilkscreened graphics mounted on one painted steel tube. This sign is used to identify MARTA Park/Ride facilities.

The flag face graphics consist of the MARTA Signing Logo Configuration, the name of the Park/Ride facility and the MARTA Transit Symbols. This sign carries the graphic messages on both faces.

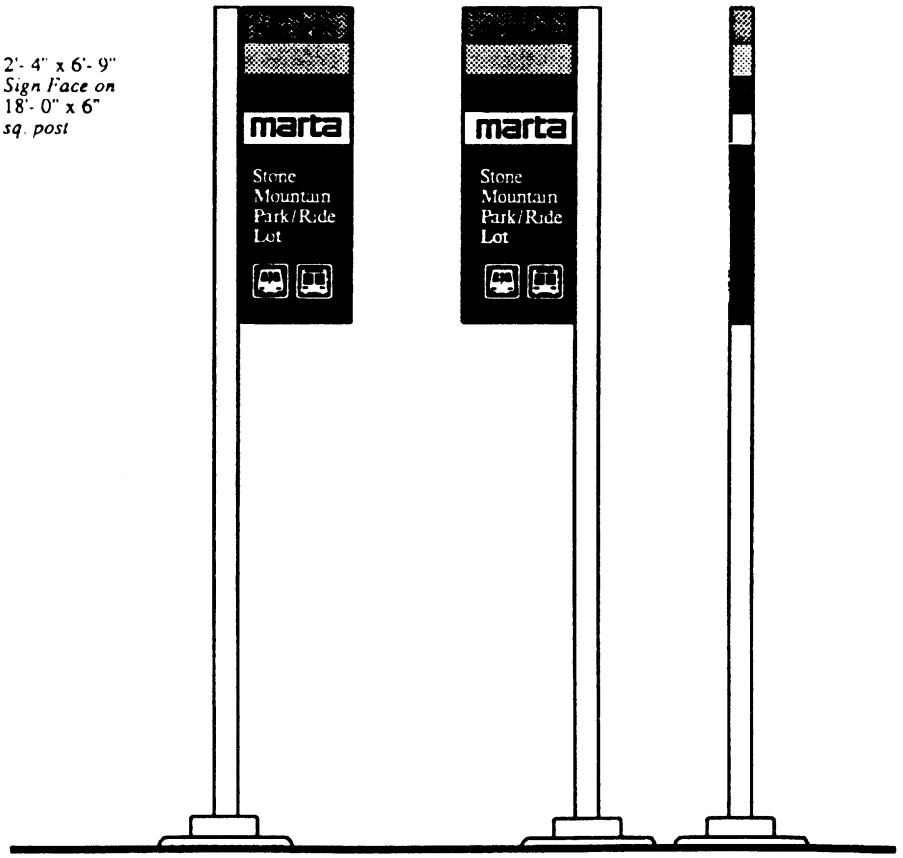
The OS-8 sign type post can accommodate more than one sign face. Using the square tube post to place two flags perpendicular to each other at 90 degrees for unusual intersection situations.

Placement 16.7.3 Specifications 10LB Contract Doc. AS086



Section through sign face, N.T.S.

2'- 4" x 6'- 9"
Sign Face on
18'- 0" x 6"
sq. post



Scale: 1/4" = 1 - 0"

The MARTA Park/Ride Information Flag — OS-9

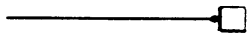
The MARTA Park/Ride Information Flag, Sign Type OS-9, is a sign composed of painted sheet aluminum with photosilkscreened graphics mounted on one painted steel tube. This sign is used to inform patrons about the service. It is placed within the Park/Ride lot facilities.

The flag face graphics consist of a MARTA message from the 400 level series photosilkscreened on a prepared cut aluminum surface. This sign carries the graphic messages on both faces.

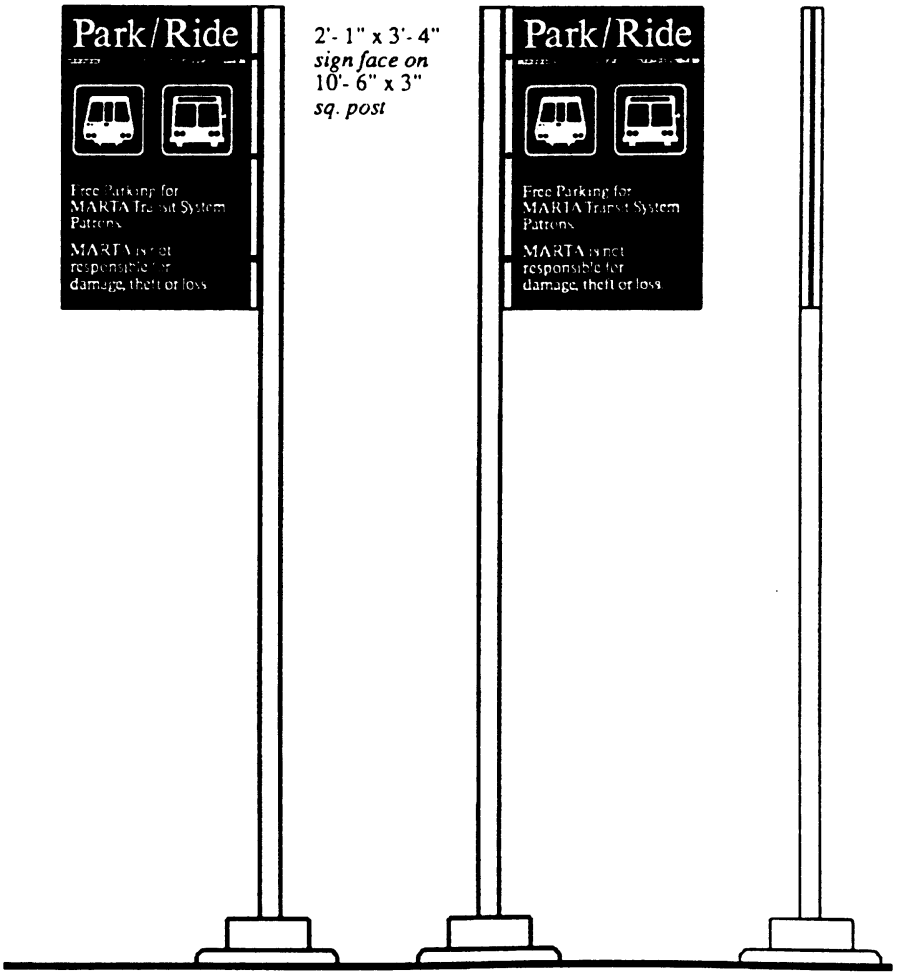
The two faces of this sign may also have different messages. The sign also may use two sign faces, either at 90 degrees to each other or side by side. See Contract Document AS118 for examples of the multi-face flag and structural details.

Note that any of the parking lot signs from the Site System may be used in Park/Ride lots, i.e. the regulatory signs and the posted warning messages.

Placement 16.7.3 | Specifications 10LC | Contract Doc. AS087



Section through sign face, N.T.S.



Scale 1/2" = 1'- 0"

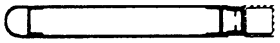
The Freestanding Bus Stop Flag Indicator OS-10

The MARTA Freestanding Bus Stop Flag Indicator, Sign Type OS-10, is a double-faced painted aluminum sign with photosilkscreened graphics mounted on a painted steel tube. This sign is used to indicate bus stop locations where street visibility is poor or obscured by competing signs. Further, it is to be used at all sites adjacent to Transit Stations and wherever a high marketing profile is desirable, such as all Peachtree Street/Peachtree Road locations.

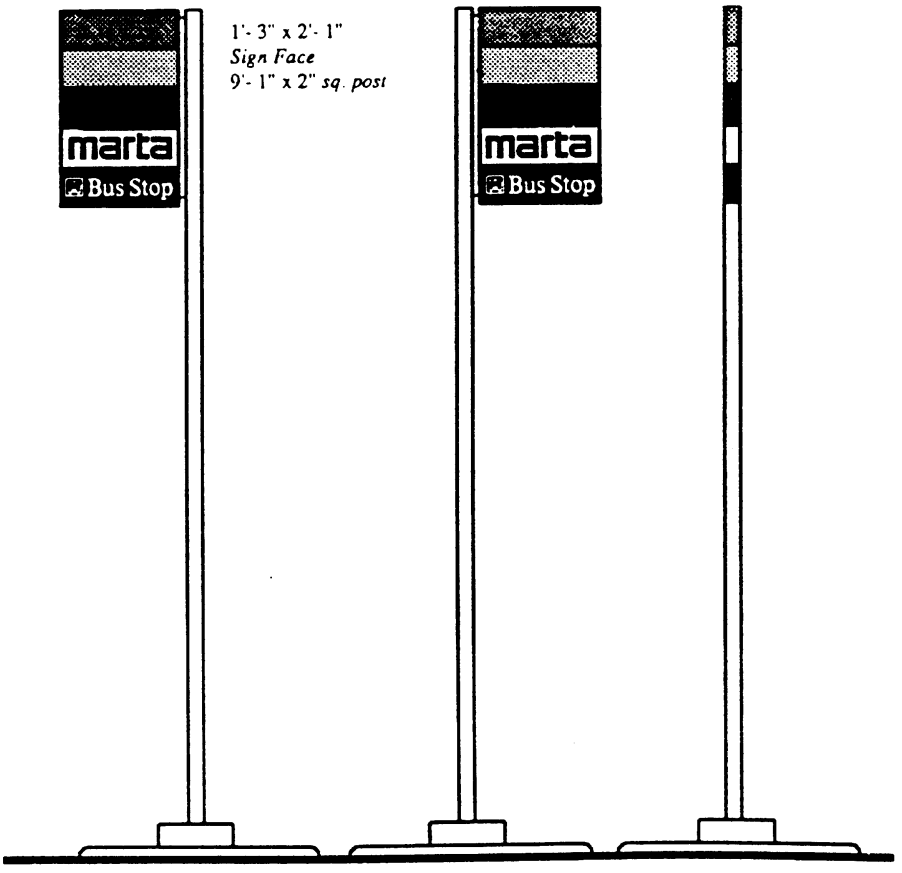
The flag face graphics consist of the MARTA Signing Logo Configuration and the Bus Stop message. This sign may be augmented with a flag route indicator, Sign Type OS-14.

Placement and scheduling of this sign are the responsibilities of MARTA or any designated MARTA consultant in conjunction with local governments.

Placement 16.7.4 Specifications 10LB Drawing Doc. AS088



Section through sign face, N.T.S.



Scale: 1/2" = 1 - 0"

The Economy Freestanding Bus Stop Indicator OS-11

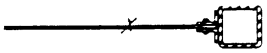
The MARTA Economy Freestanding Bus Stop Indicator, Sign Type OS-11, is a double-faced painted sheet aluminum sign with photosilkscreened graphics mounted on a painted steel tube. This sign is similar in look, mounting and height to Sign Type OS-10, the Freestanding Bus Stop Flag Indicator, which uses a rolled end similar to the major flags in this system. OS-10 is to be used as the primary bus stop indicator wherever possible, with OS-11 considered as the first alternate when pricing is critical.

The flag face graphics consist of the MARTA Signing Logo Configuration and the Bus Stop message.

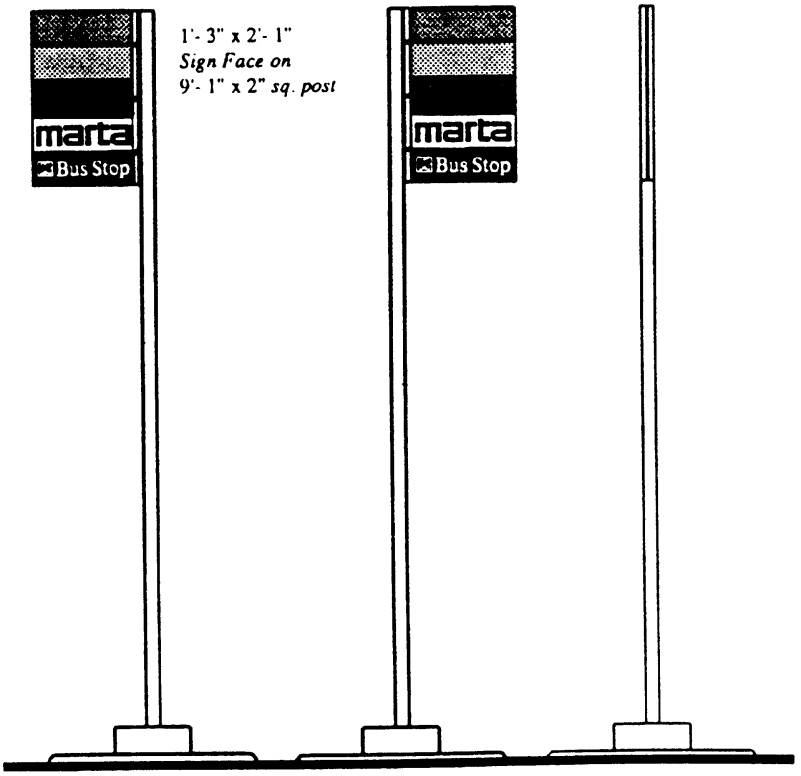
This sign may be augmented by Sign Type OS-15, the Economy Freestanding Bus Route Flag Indicator.

Placement and scheduling of this sign are the responsibilities of MARTA or any designated MARTA consultant in conjunction with local governments.

Placement 16.7 4 Specifications 10LC Drawing Doc. AS089



Section through sign face, N.T.S.



Scale: 1/2" = 1'- 0"

The Post Mounted Bus Stop Indicator OS-12

The MARTA Post Mounted Bus Stop Indicator, Sign Type OS-12, is a double-faced painted sheet aluminum sign with photosilkscreened graphics mounted on a cast iron base. This sign is used to indicate bus stop locations where street visibility is good and few competing signs or structures obscure it from a long approach siting. It is also to be used where placement of a Freestanding Bus Stop Flag Indicator or Economy Freestanding Bus Stop Flag Indicator is prohibited by existing surfaces.

The flag face graphics consist of the MARTA Signing Logo Configuration and the Bus Stop message.

Placement and scheduling of this sign are the responsibilities of MARTA or any designated MARTA consultant in conjunction with local governments.

Placement 16.7.4 Specifications 10LC Drawing Doc. AS090

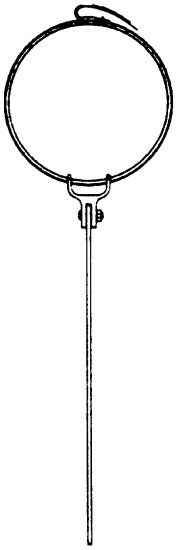
The Pole Mounted Bus Stop Indicator OS-13

The MARTA Pole Mounted Bus Stop Indicator, Sign Type OS-13, is a double-faced painted sheet aluminum sign with photosilkscreened graphics mounted on existing light or telephone poles using stainless steel bands and a projection mounting bracket. This sign is used to indicate bus stop locations where street visibility is poor and competing signs or structures obscure a long approach siting. it is also to be used when a Freestanding Bus Stop Flag Indicator, Economy Bus Stop Flag, or Post Mounted Bus Stop Indicator cannot be used due to sidewalk conjestion or surface conditions.

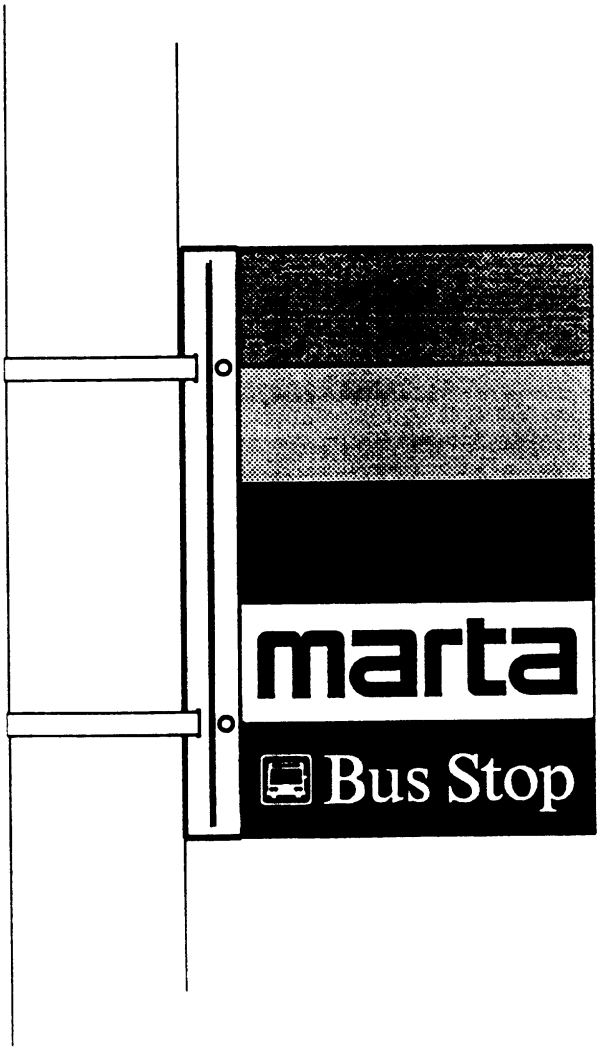
The flag face graphics consist of the MARTA Signing Logo Configuration and the Bus Stop message. This sign may be augmented by Sign Type OS- 16, the Pole Mounted Bus Route Indicator.

Placement and scheduling of this sign are the responsibilities of MARTA or any designated MARTA consultant in conjunction with local governments.

Placement 16.7.4 Specifications 10LC Drawing Doc. AS091



Plan at pole, N.T.S.



1'- 4" x 2'- 1"
Sign Face

Scale: 1 1/2" = 1'-0"

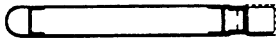
The Freestanding Bus Route Flag Indicator OS-14

The MARTA Freestanding Bus Route Flag Indicator, Sign Type OS-14, is a double-faced painted aluminum sign with photosilkscreened graphics mounted on a painted steel tube. This sign is used to indicate bus routes and is to be used as a banner on the same post as the Flag Bus Stop Indicator, Sign Type OS-10, described on Page 16.4.11. It is never used by itself.

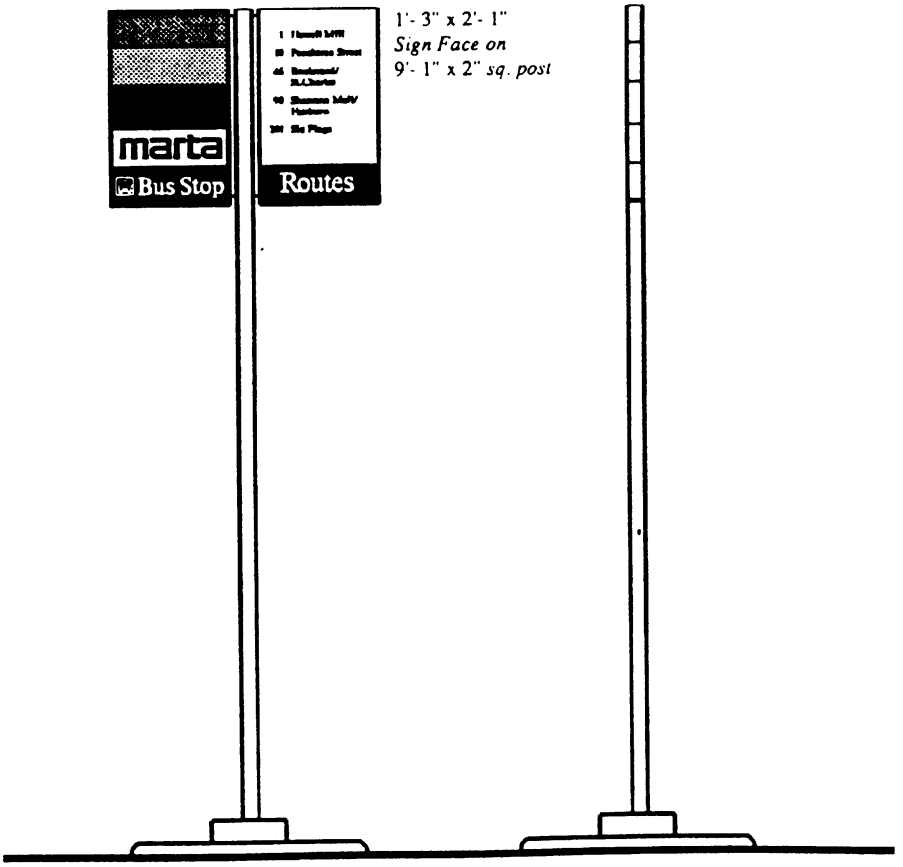
The flag face graphics consist of the MARTA Signing Logo Configuration, the Routes message and the specific bus route names and numbers messages.

Placement and scheduling of this sign are the responsibilities of MARTA or any designated MARTA consultant in conjunction with local governments.

Placement 16.7.4 | Specifications 10LC | Drawing Doc. AS092



Section through sign face, N.T.S.



Scale: 1/2" = 1'- 0"

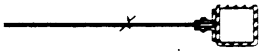
The Economy Bus Route Indicator OS-15

The MARTA Economy Bus Route Indicator, Sign Type OS-15, is a double - faced painted sheet aluminum sign with photosilkscreened graphics mounted on a painted steel tube. This sign is similar in look, mounting and height to the Flag Bus Route Indicator, Sign Type OS-14. It is used as a banner on the same post as the Economy Bus Stop Indicator, Sign Type OS-11, described on Page 16.4.12. It is never used by itself.

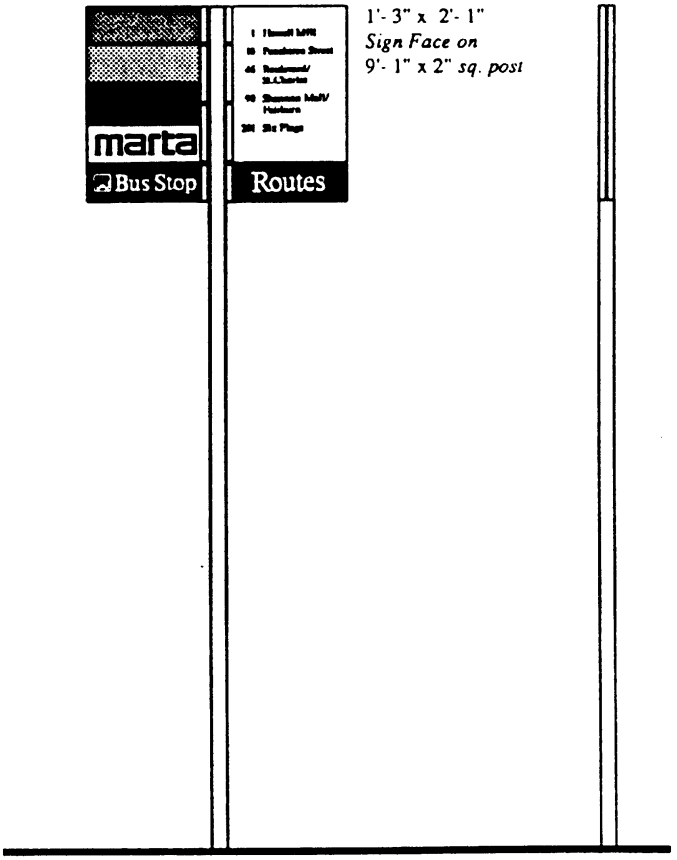
The flag face graphics consist of the MARTA Signing Logo Configuration, the Routes message and the specific bus route names and numbers messages.

Placement and scheduling of this sign are the responsibilities of MARTA or any designated MARTA consultant in conjunction with local governments.

Placement 16.7.4 Specifications 10LC Drawing Doc. AS093



Section through sign face, N.T.S.



1'- 3" x 2'- 1"
Sign Face on
9'- 1" x 2" *sq. post*

Scale 1/2" = 1'- 0"

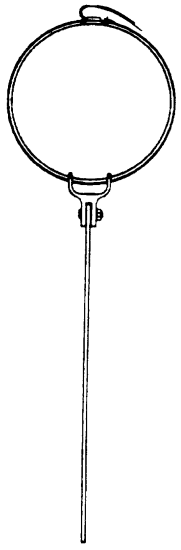
The Pole Mounted Bus Route Indicator OS-16

The MARTA Pole Mounted Bus Route Indicator, Sign Type OS-16, is a double-faced painted sheet aluminum sign with photosilkscreened graphics mounted on existing light or telephone poles. This sign is used beneath the Pole Mouted Bus Stop Indicator, SignType OS-13, and is never used alone.

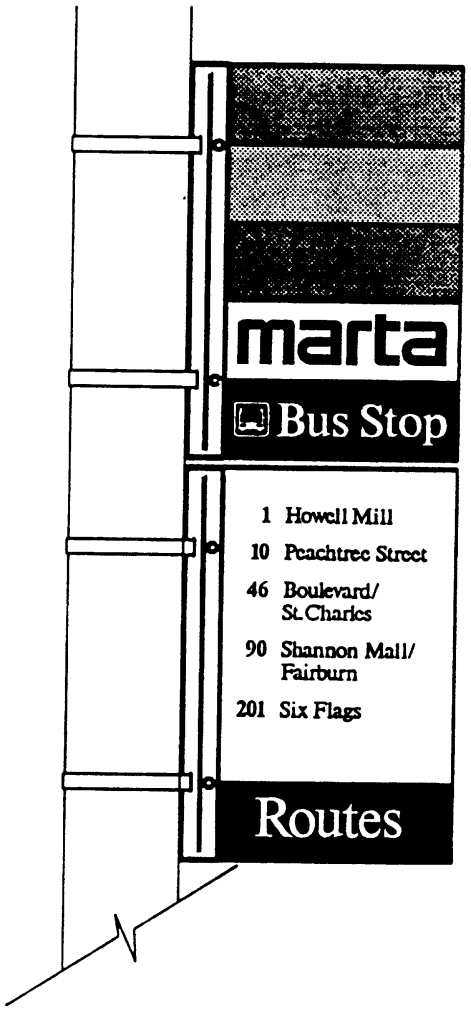
The face graphics consist of the Route message and the specific bus route names and numbers messages.

Placement and scheduling of this sign are the responsibilities of MARTA or any designated MARTA consultant in conjunction with local governments.

Placement 16.7.4 Specifications 10LC Drawing Doc. AS094



Plan at pole, N.T.S.



1'- 4" x 2'- 1"
Sign Face

Scale: 1" = 1'- 0"

The Peachtree Trolley Stop Flag Indicator PT-1

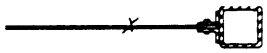
The MARTA Peachtree Trolley Stop Flag indicator, Sign Type PT-1, is a double-faced painted sheet aluminum sign with photosilkscreened graphics mounted on a painted steel tube. This sign is similar in look, mounting and height to the main MARTA system Economy Bus Stop Flag, Sign Type OS- 11. This sign is to be used as the primary indicator of stops for Peachtree Trolley.

The flag face graphics consist of the Trolley logotype and symbol with the Route message and varying destination messages.

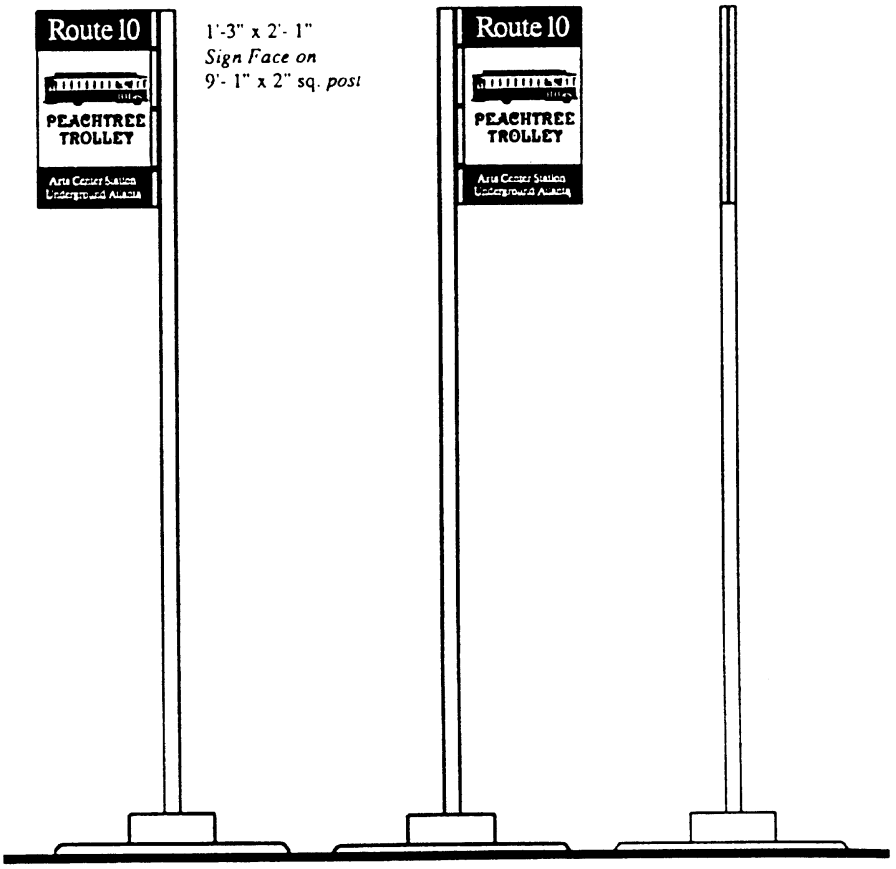
This sign may be used in conjunction with the main MARTA system Economy Bus Stop Flag, Sign Type OS-11, as a substitute for the Economy Bus Route Indicator, Sign Type OS-14. In such a case it is mounted side-by- side on the post in a banner formation.

Placement and scheduling of this sign are the responsibilities of MARTA or any designated MARTA consultant in conjunction with local governments.

Placement 16.7.5 Specifications 10LC Drawing Doc. AS094.1



Section through sign face, N.T.S.



1'-3" x 2'- 1"
Sign Face on
9'- 1" x 2" sq. *post*

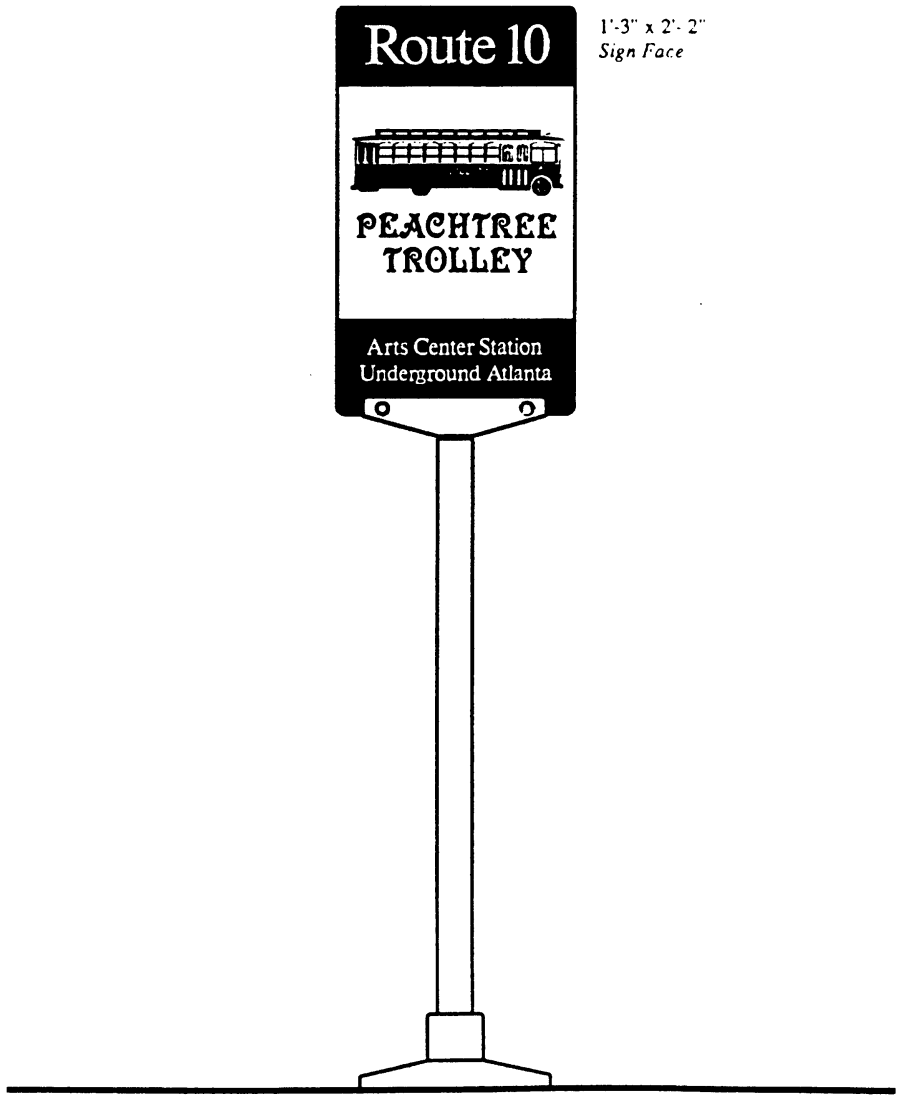
Scale: 1/2" = 1'- 0"

The Peachtree Trolley Post Mounted Stop Indicator PT-2

The MARTA Peachtree Trolley Post Mounted Stop Indicator, Sign Type PT-2, is a double-faced painted sheet aluminum sign with photosilkscreened graphics mounted on a cast iron base. This sign is similar in look, mounting and height to the main MARTA system Post Mounted Bus Stop Indicator, Sign Type OS-12. This sign is to be used to indicate Trolley stops where street visibility is good and few competing signs or structures obscure a long approach siting. It is also to be used when a Flag Trolley Stop Flag Indicator cannot be used due to sidewalk conditions.

Placement and scheduling of this sign are the responsibilities of MARTA or any designated MARTA consultant in conjunction with local governments.

Placement 16.7.5 Specifications 10LC Drawing Doc. AS094.2



1'-3" x 2'-2"
Sign Face

1" = 1'-0"

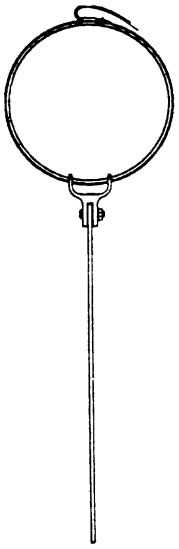
The Peachtree Trolley Pole Mounted Stop Indicator PT-3

The MARTA Peachtree Trolley Pole Mounted Stop Indicator, Sign Type PT-3, is a double-faced painted sheet aluminum sign with photosilkscreened graphics mounted on existing light or telephone poles with stainless steel bands and a projection mounting bracket. This sign is similar in look, mounting and height to the main MARTA system Pole Mounted Bus Route Indicator, Sign Type OS-16. This sign is to be used to indicate Trolley stops where street visibility is poor and competing signs or structures obscure a long approach siting. It is also to be used when a Flag or Post Mounted Trolley Stop Indicator cannot be used due to sidewalk conditions.

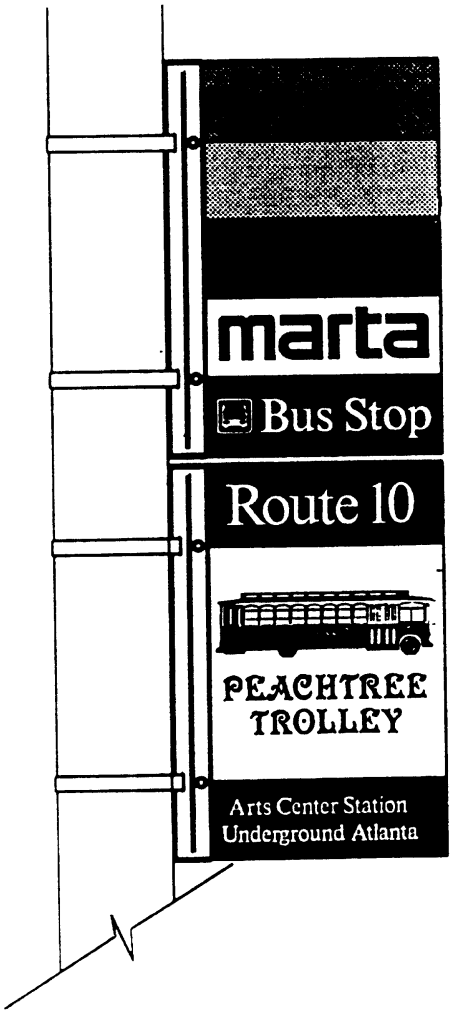
This sign may be used in conjunction with the main MARTA system Pole Mounted Bus Stop Indicator, Sign Type OS-13, as a substitute for the Pole Mounted Bus Route Indicator, Sign Type OS-16. In such a case it is mounted beneath the MARTA Pole Mounted Bus Stop Indicator.

Placement and scheduling of this sign are the responsibilities of MARTA or any designated MARTA consultant in conjunction with local governments.

Placement 16.7.5 Specifications 16.8: 10LC Drawing Doc. AS094.3



Plan at pole, N.T.S.



1'- 4" x 2'- 1"
Sign Face

Scale: 1" = 1'- 0"

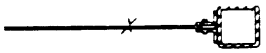
The Peachtree Trolley Trailblazer PT-4

The MARTA Peachtree Trolley Trailblazer, Sign Type PT-4, is a double-faced painted sheet aluminum sign with photosilkscreened graphics mounted on a painted steel tube. This sign is similar in look, mounting and height to the Peachtree Trolley Stop Flag Indicator, Sign Type PT-1. This sign is to be used as a directional sign to Trolley Stops and route endings.

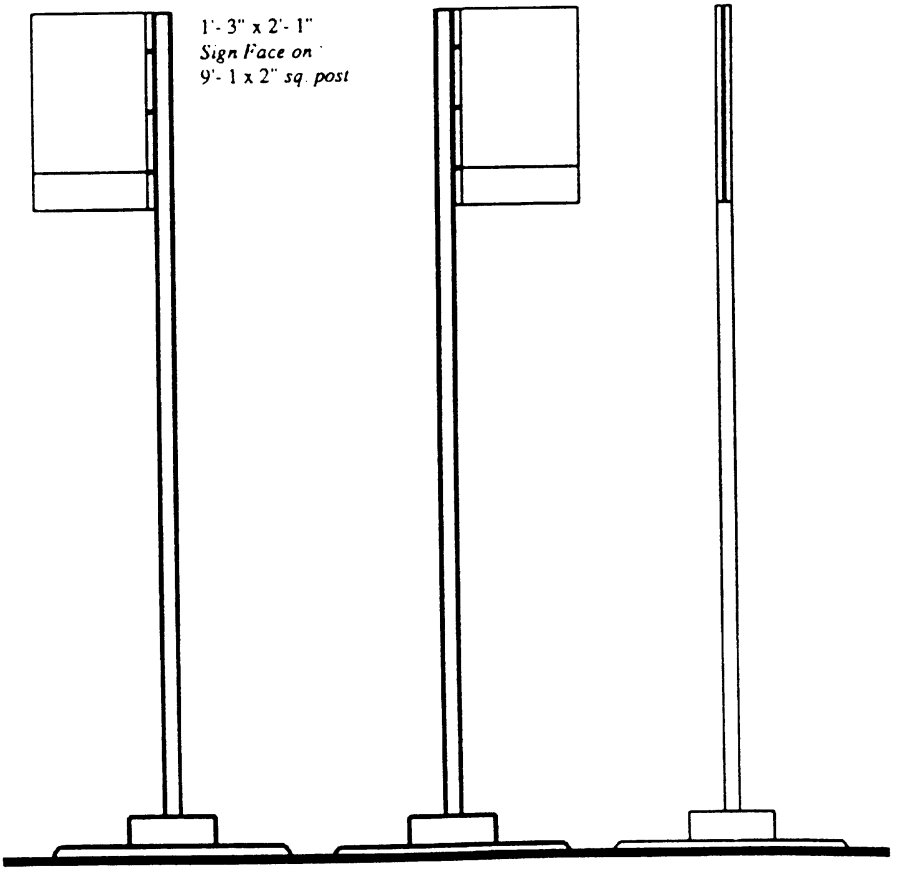
The flag face graphics consist of the MARTA Logotype L1, the Trolley logotype and symbol, varying destination messages, and the Arrow A1.

Placement and scheduling of this sign are the responsibilities of MARTA or any designated MARTA consultant in conjunction with local governments.

Placement 16.7.5 Specifications 10LC Drawing Doc. AS094.4



Section through sign face, N.T.S.



Scale: 1/2" = 1' - 0"

The Transit Station Site Sign System S

The MARTA Transit Station Site Sign System is a hierarchy of flag signs and miscellaneous information signs placed to direct, identify and inform. It includes all signs placed within the exterior grounds and access points to Transit Stations, as well as large scale fascia signs which are viewed as part of the exterior architecture. These signs have been assigned sign type numbers beginning with "S," which designates them as part of the Site System.

The goals of the Site System are

1. *enhance the overall visibility of the MARTA Transit Stations by systematic placement of highly visible flag and banner signs;*
2. *identify Transit Stations with appropriately scaled primary site identifiers, both freestanding and fascia applied;*
3. *reinforce the particular Transit Station name by placing it on all streetside flags;*
4. *relate to international travelers by use of the MARTA Transit Symbols on all Transit Station Identifier Flags;*
5. *direct vehicular traffic to entries using appropriately scaled flag directionals;*
6. *identify all Pay Parking lots with memorable designations;*
7. *inform all Pay Parking lot patrons of MARTA's terms in a clear, consistent manner which is highly visible in the lots;*
8. *direct vehicular traffic to special function areas such as Kiss- Ride;*
9. *direct handicapped access traffic to appropriate parking and Transit Station entrance locations;*
10. *direct pedestrian traffic from Pay Parking lots to the proper Pay Parking Centers;*
11. *clarify the Pay Parking Stations as to parking rates and where to place monies.*

The Site Sign System consists of

16.5.2 *Sign Type S-1, the Original MARTA Pylon Identifier Retrofit*
16.5.3 *Sign Type S-2.1, the 30' Transit Station Primary Identifier*
16.5.4 *Sign Type S-2.2, the 24' Transit Station Primary Identifier*
16.5.5 *Sign Type S-2.3, the 18' Transit Station Primary Identifier*
16.5.6 *Sign Type S-2.4, the 12'- 9" Transit Station Primary Identifier*
16.5.7 *Sign Type S-3.1, the 24' Post Mounted Transit Station Identifier*
16.5.8 *Sign Type S-3.2, the 30' Post Mounted Transit Station Identifier*
16.5.9 *Sign Type S-4, the Freestanding Transit Station Directional Flag*
16.5.10 *Sign Types S-5, S-6, & S-7, the Parking Lot Flags*
16.5.11 *Sign Type S-5, the Parking Lot Identifier*
16.5.12 *Sign Type S-6, the Parking Lot Payment Flag*
16.5.13 *Sign Type S-7, the Parking Lot Miscellaneous Flags*
16.5.14 *Sign Type S-7, the Parking Lot Miscellaneous Flags Cont.*
16.5.15 *Sign Type S-8, the Transit Station Building Identifier*
16.5.16 *Sign Type S-9, the Pay Parking Center Header*
16.5.17 *Sign Type S-9, the Pay Parking Center Header Graphic Face Variations*
16.5.18 *Sign Type S-10, the Violator Envelope Message*
16.5.19 *Sign Type S-11, the Coin Slot Indicator*
16.5.20 *Sign Type S-12, the Pay Panel Message*
16.5.21 *Sign Type S-13, the Overnight Parking Panel*
16.5.22 *Sign Type S-14, the Freestanding Overnight Parking Unit*
16.5.23 *Sign Type S-15, the Post Mounted Large Station Message Flag*
16.5.24 *Sign Type S-15, Large Station Message Flag Faces Cont.*
16.5.25 *Sign Type S-15, Large Station Message Flag Faces Cont.*
16.5.26 *Sign Type S-15, Large Station Message Flag Faces Cont.*
16.5.27 *Sign Type S-15, Large Station Message Flag Faces Cont.*
16.5.28 *Sign Type S-16, the Post Mounted Small Station Message Flag*
16.5.29 *Sign Type S-16, Small Station Message Flag Faces*
16.5.30 *Sign Type S-17, the Dedicated Use Indicator*
16.5.31 *Sign Type S-17, Dedicated Use Indicator Face Variations*
16.5.32 *Sign Type S-18, Construction Signs*
16.5.33 *Sign Type S-19, No Pedestrians Sign at Bus Loop Entrances Sign*
16.5.34 *Sign Type S-20, The Curb Parking Indicators*
16.5.35 *Sign Type S-21, Parking Control Signs*

The Original MARTA Pylon Identifier Retrofit S-1

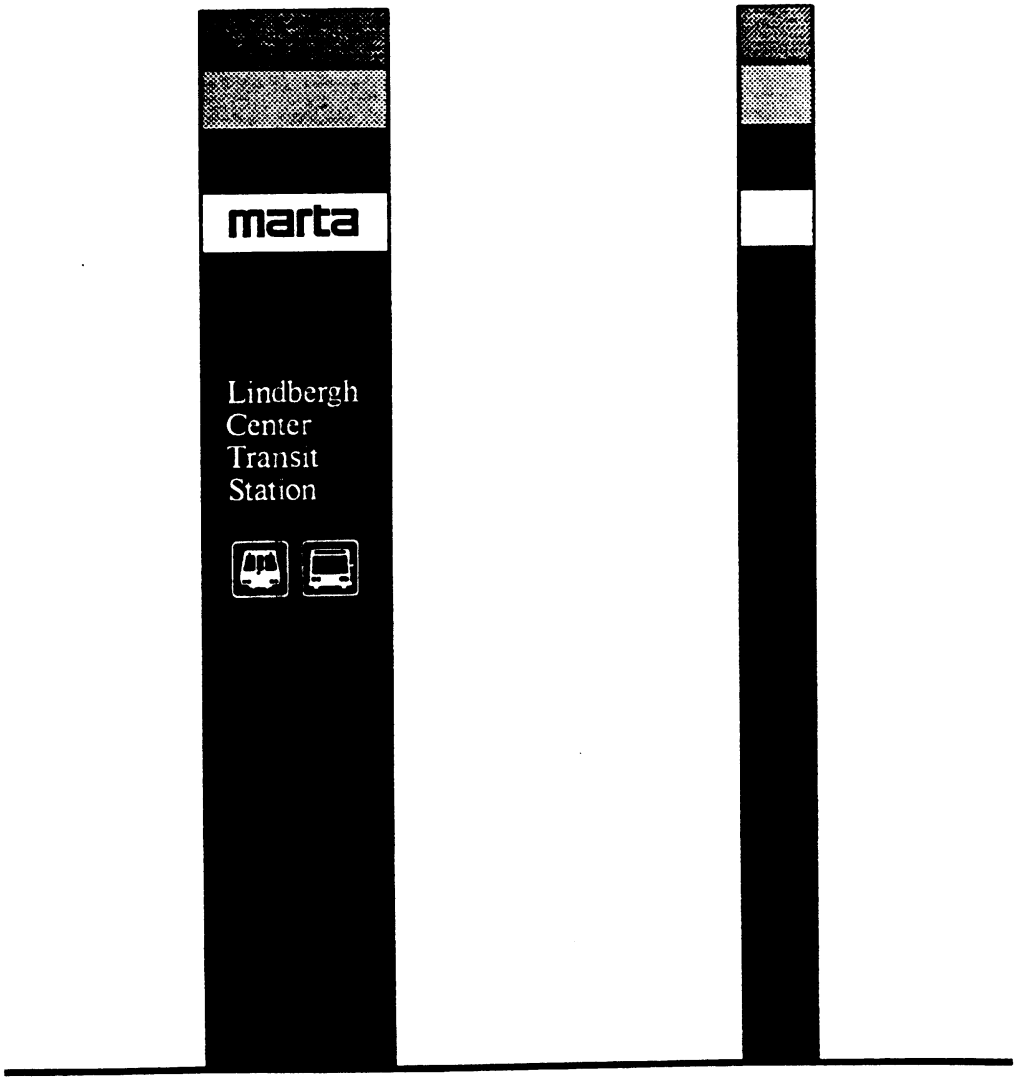
Where warranted, the Original MARTA Pylon Identifier, Sign Type S-1, can be field retrofitted with the 1989 system update. This is to be done with a combination of paint over the pylon's entire fiberglass form and vinyl die cut graphic messages applied to the newly painted structure. This retrofit is to be accomplished in the field, and should follow all specifications exactly.

Both sides of the pylon carry the MARTA Signing Logo Configuration, the Transit Station name, and the Transit Symbols.

Note that the size of the Transit Symbols on each pylon is fixed, and the horizontal measurement of the two as placed indicative of the maximum horizontal length allowed for words in the Transit Station name message. Refer to the Page 16.3.11 for further information on the two varying formats for normal and long-letter messages. In all cases, the placement of the first letter in the first line of the message is to follow the position dimensions on this drawing for the relevant pylon. The vertical height of the messages will differ.

For other issues regarding the Original Pylon, refer to the 1980 MARTA Drawings numbered AS048A, AS049A and AS050B.

Specifications 10LP



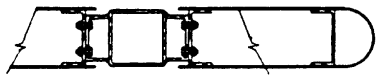
Scale: 1/4" = 1'-0"

The 30' Transit Station Primary Flag Identifier S-2.1

The MARTA 30' Transit Station Primary Flag Identifier, Sign Type S-2, is a sign composed of painted formed aluminum with photosilkscreened graphics mounted on one painted steel tube. This sign is used to identify MARTA Transit Stations. Four sizes of this sign are available: S-2.1, the 30' flag for large sites with needs for long viewing distances down congested or wide access routes; S-2.2, a 24' flag for typical stations; and S-2.3 or S-2.4, an 18' or 12'-9" flag for more pedestrian oriented sites, usually in urbanized downtown settings. The 24',18' and 12'-9" flags also can accommodate more than one sign face, using the square tube post to place two flags perpendicular to each other at 90 degrees for unusual intersection situations.

The flag face graphics consist of the MARTA Signing Logo Configuration, the name of the Transit Station, and the MARTA Transit Symbols. This sign carries the graphic messages on both sides.

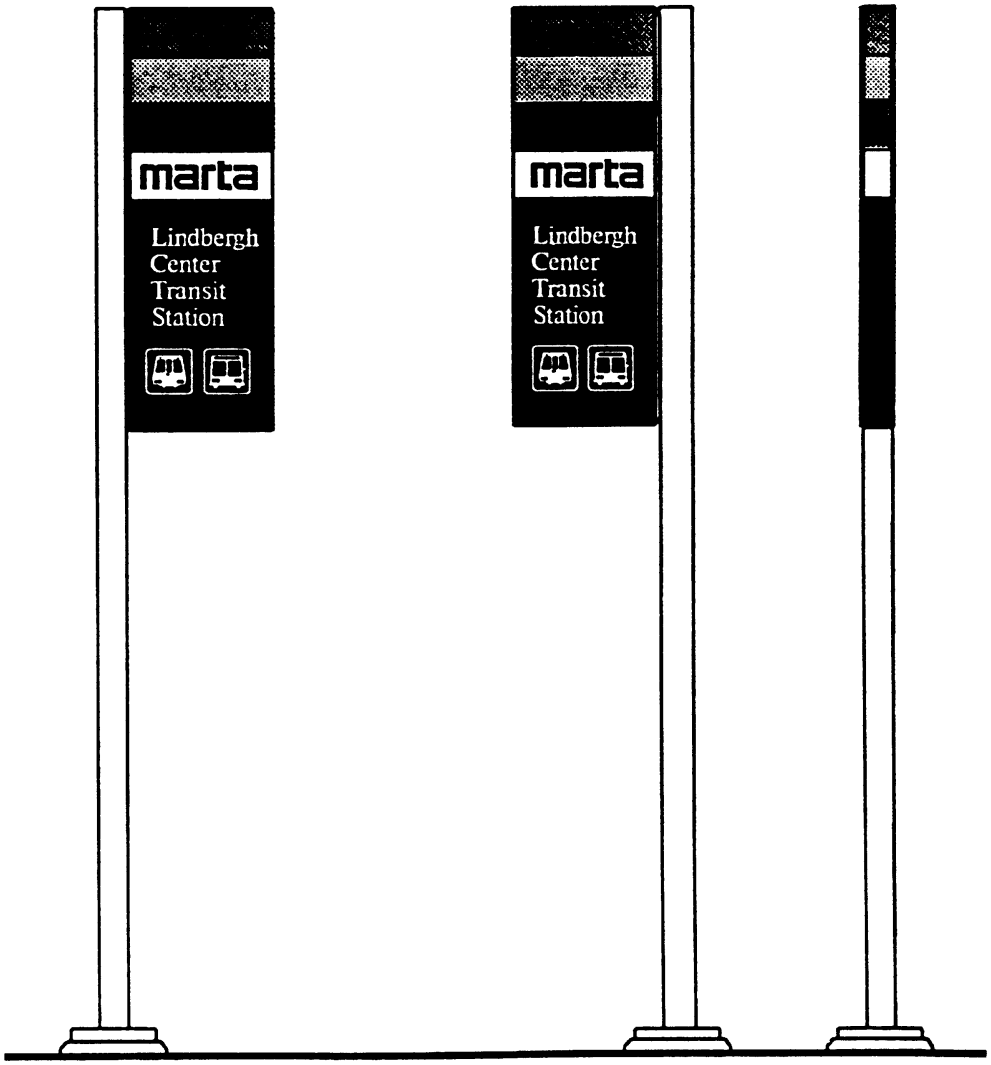
Note that two cap heights on the Transit Station name message are available: one with a 6" standard cap which should accommodate most station names; and an alternate with a cap height of 5" which will provide for long names like "Reynoldstown." Use the relevant size and line spacing arrangement, but keep the position of the top of first word in relation to the bottom of the MARTA band fixed (this is true for three-line Transit Station names as well). In a like manner, the Transit Symbols are to be maintained at the fixed size and position from the sign face bottom edge as shown.



Section through sign face, N.T.S.

Placement 16.7.6 Specifications 10LB Contract Doc. ASO96

4'- 0" x 12- 0" *sign face on* 30'- 0" x 10" *sq post*



Scale: 3/16" = 1- 0"

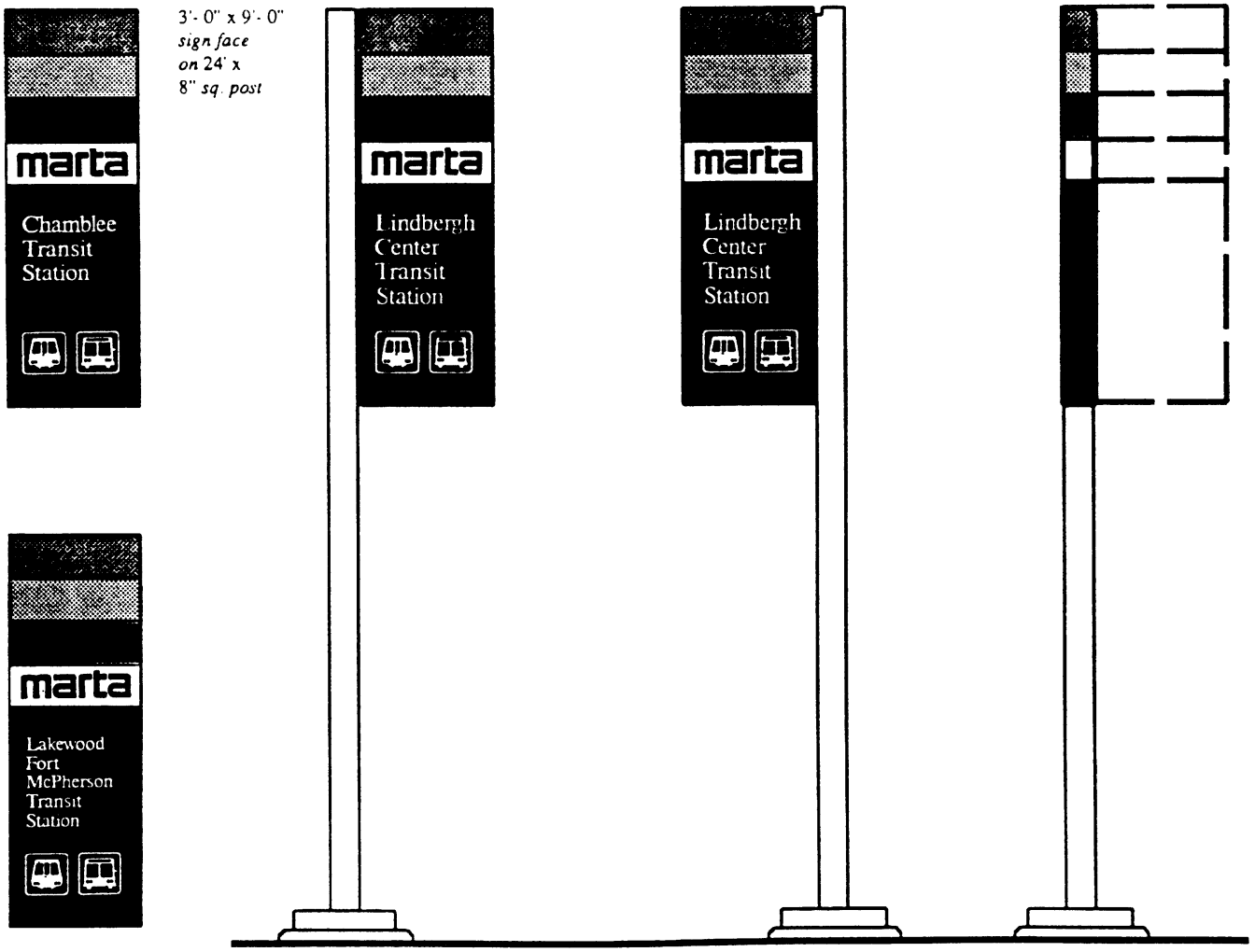
The 24' Transit Station Primary Flag Identifier S-2.2

The MARTA 24' Transit Station Primary Flag Identifier, Sign Type S-2.2, is a sign composed of painted formed aluminum with photosilkscreened graphics mounted on one painted steel tube. This sign is used to identify MARTA Transit Stations. Four sizes of this sign are available: S-2.1, a 30' flag for large sites with needs for long viewing distances down congested or wide access routes; S-2.2, the 24' flag for typical stations: and S-2.3 or S-2.4an 18' or 12'-9" flag for more pedestrian oriented sites, usually in urbanized downtown settings. The 24' and 18' and 12'-9" flags also can accommodate more than one sign face, using the square tube post to place two flags perpendicular to each other at 90 degrees for unusual intersection situations.

The flag face graphics consist of the MARTA Signing Logo Configuration, the name of the Transit Station, and the MARTA Transit Symbols. This sign carries the graphic messages on both sides. Note that two cap heights on the Transit Station name message are available: one with a" 4 1/2" standard cap which should accommodate most station names; and an alternate with a cap height of 3 1/2" " which will provide for long names like "Reynoldstown." Use the relevant size and line spacing arrangement, but keep the position of the top of first word in relation to the bottom of the MARTA band fixed (this is true for three-line Transit Station names as well). In a like manner, the Transit Symbols are to be maintained at the fixed size and position from the sign face bottom edge as shown.

Section through sign face, N.T.S.

Placement 16.7.6 Specifications 10LB Contract Doc. AS098



Scale: 1/4" = 1'- 0"

The 18' Transit Station Primary Flag Identifier S-2.3

The MARTA 18' Transit Station Primary Flag Identifier, Sign Type S-2, is a sign composed of painted formed aluminum with photosilkscreened graphics mounted on one painted steel tube. This sign is used to identify MARTA Transit Stations. Four sizes of this sign are available: S-2.1, a 30' flag for large sites with needs for long viewing distances along congested or wide access routes; S-2.2, a 24' flag for typical stations; and S-2.3 or S-2.4 the 18' or 12'- 9" flag for more pedestrian oriented sites, usually in urbanized downtown settings.

The 24',18' and 12'-9" flags also can accommodate more than one sign face, using the square tube post to place two flags perpendicular to each other at 90 degrees for unusual intersection situations.

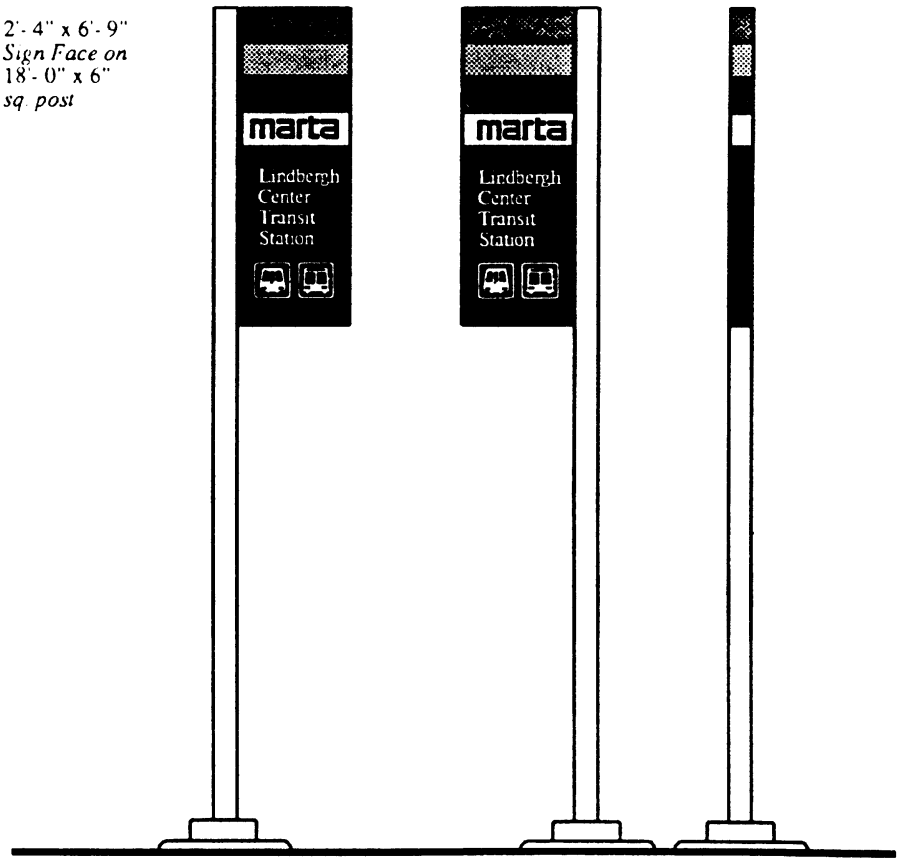
The flag face graphics consist of the MARTA Signing Logo Configuration, the name of the Transit Station, and the MARTA Transit Symbols. This sign carries the graphic messages on both sides.

Note that two cap heights on the Transit Station name message are available: one with a 3 3/8" standard cap which should accommodate most station names; and an alternate with a cap height of 2 3/4" which will provide for long names like "Reynoldstown." Use the relevant size and line spacing arrangement, but keep the position of the top of first word in relation to the bottom of the MARTA band fixed (this is true for three-line Transit Station names as well). In a like manner, the Transit Symbols are to be maintained at the fixed size and position from the sign face bottom edge as shown.

Section through sign face, N.T.S.

Placement 16.7.6 Specifications 10LB Contract Doc. AS100

2'- 4" x 6'- 9"
Sign Face on
18'- 0" x 6"
sq. post



Scale: 1/4" = 1'- 0"

The Urban Flag Identifier S-2.4

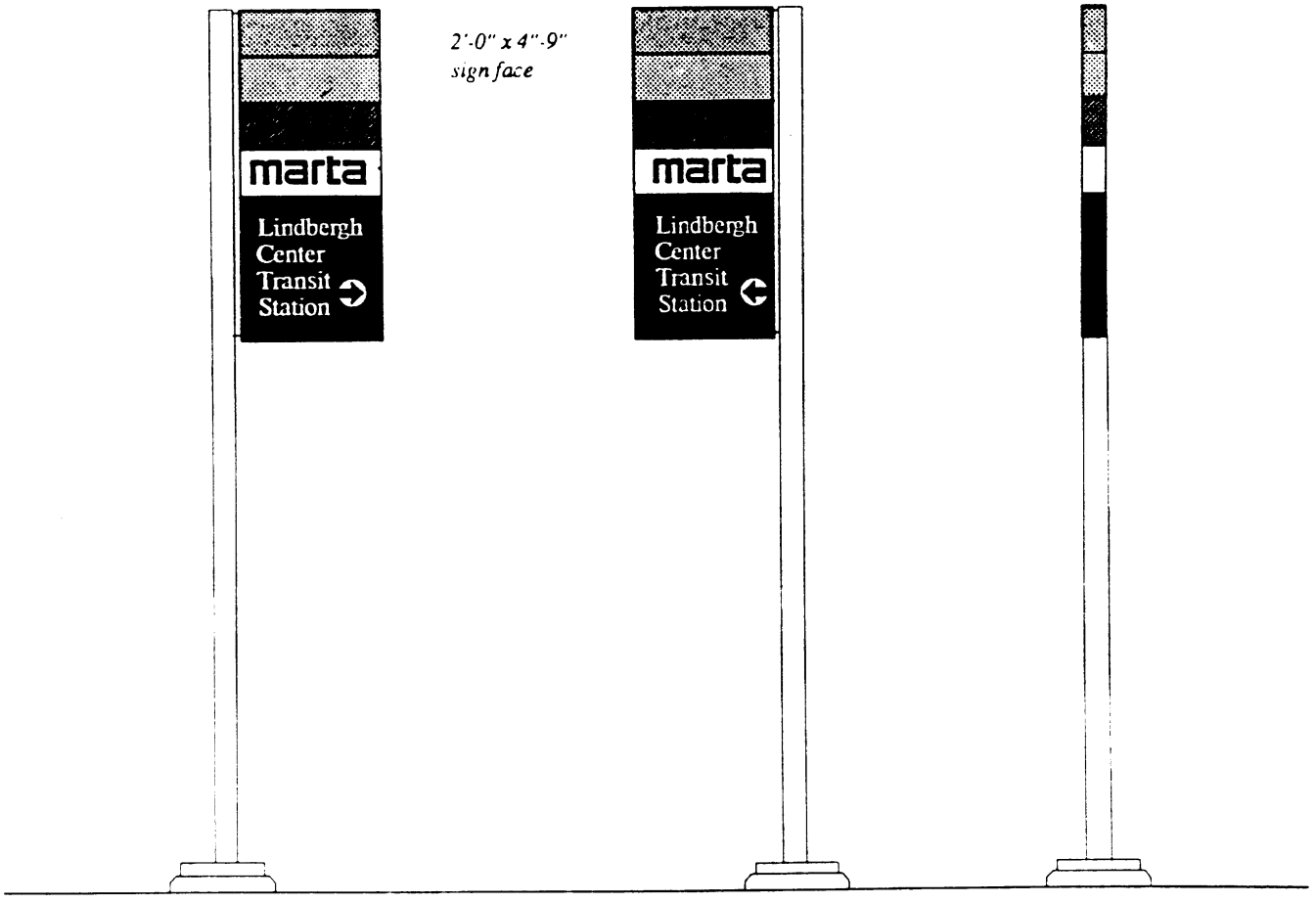
The MARTA Urban Flag Identifier, Sign Type S-2.4, is a sign composed of painted formed aluminum with photosilkscreened graphics mounted on one painted steel tube. This sign is used to identify MARTA transit stations in urban settings where street scale warrants the use of a smaller flag.

This 12'-9" flag can accommodate two signs faces if desired, using the square tube post to place two flags perpendicular to each other at 90 degrees.

The flag face consists of the MARTA Logotype L1, the bands, the transit station name, and the directional Arrow A!. This sign carries the graphic message on both sides.

Note that two capital letter heights for the transit station name messages are available: one with a 3 3/8" standard cap which should accommodate most station names; and one with a capital height of 2 3/4" which will provide for long station names. Use the relevant size and line spacing arrangement, but keep the position of the first word in elation to the bottom of the MARTA logo band fixed (this is true for three-line transit station names, as well). In a like manner, the transit symbols are to be maintained at the fixed size and position from the sign face bottom edge as shown.

Placement 16.7.6 Specifications 10LB Contract Doc. AS101.1



Scale: 3/8" = 1'-0"

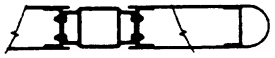
The 24' Post Mounted Transit Station Identifier S-3.1

The MARTA 24' Post Mounted Transit Station Identifier, Sign Type S-3.1, is a sign composed of painted formed aluminum with photosilkscreened graphics mounted on a painted steel tube. This sign is used to "mark" the corners and large open areas of Transit Station parking lots. Its height and color saturation give large scale identity in crowded streetscapes.

Two sizes of this sign are available: S-3.1 which has 3'-0" x 4' - 0" faces mounted on a 24' tube post; and S-3.2 which has 4'-0" x 5'-4" faces mounted on a 30' tube post.

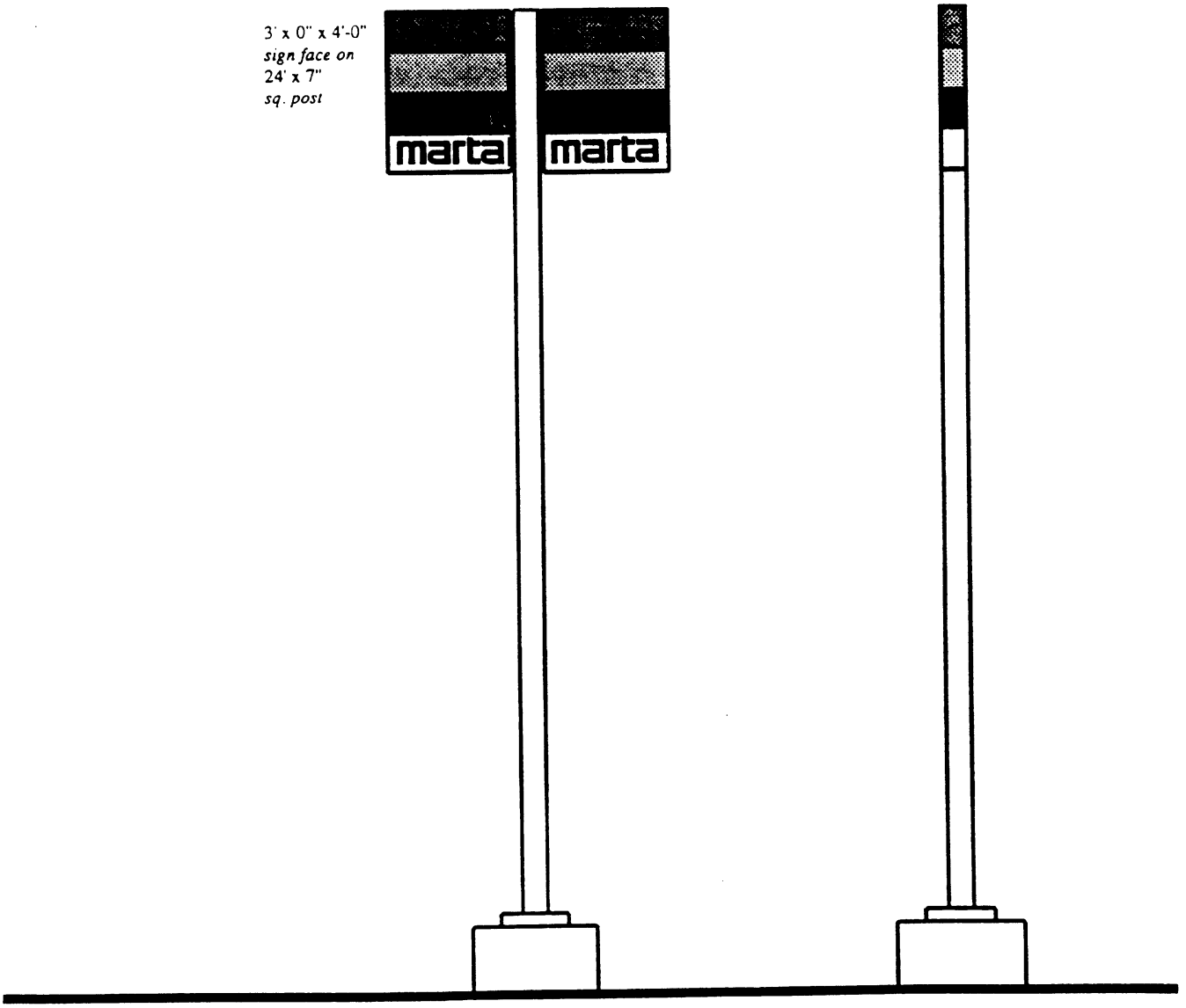
The face graphics consists of the MARTA Signing Logo Configuration applied to both sides.

Note that this sign always should be presented in pairs of "banners" as shown.



Section through sign face, N.T.S.

Placement 16.7.7 Specifications 10LB Contract Doc. AS102



Scale: 1/4" = 1'- 0"

The 30' Post Mounted Transit Station Identifier S-3.2

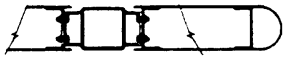
The MARTA 30' Post Mounted Transit Station Identifier, Sign Type S-3.2, is a sign composed of painted formed aluminum with photosilkscreened graphics mounted on a painted steel tube. This sign is used to "mark" the corners and large open areas of Transit Station parking lots. Its height and color saturation give large scale identity in crowded streetscapes.

Two sizes of this sign are available: S-3.1 which has 3'-0" x 4'-0" faces mounted on a 24' tube post; and S-3.2 which has 4'-0" x 5'-4" faces mounted on a 30' tube post.

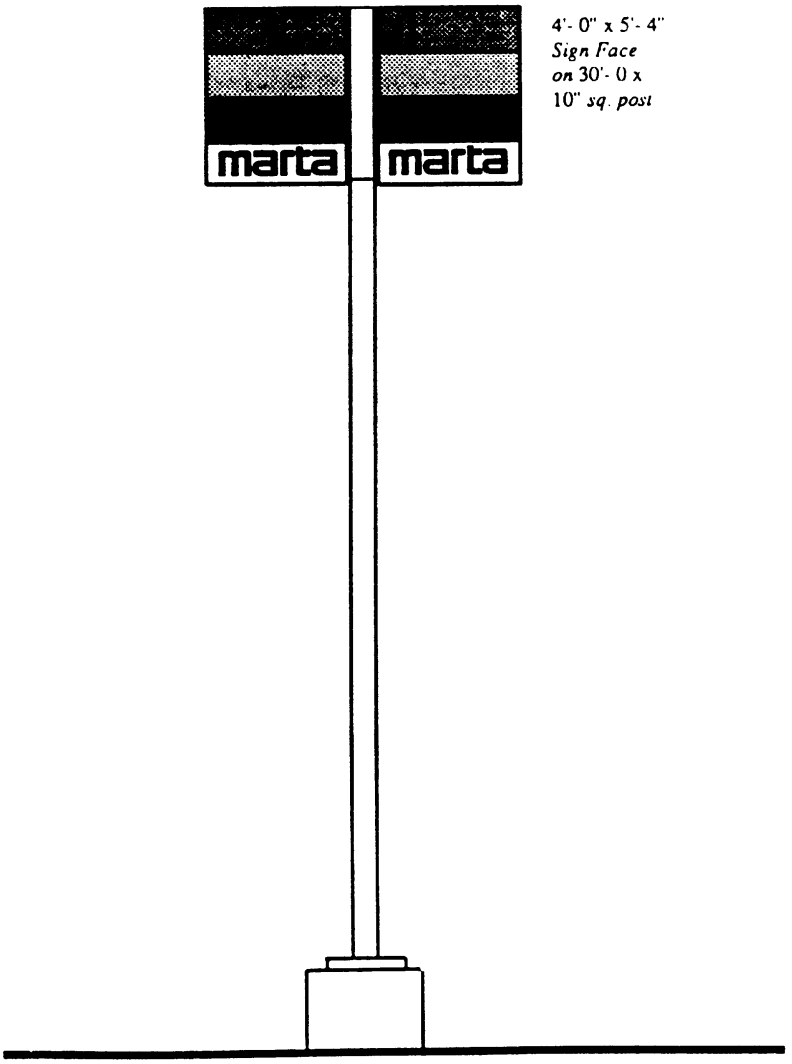
The face graphics consists of the MARTA Signing Logo Configuration applied to both sides.

Note that this sign always should be presented in pairs of "banners" as shown.

Placement 16.7.7 Specifications 10LB Contract Doc. AS104



Section through sign face, N.T.S.

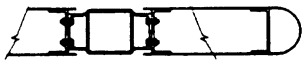


Scale: 3/8" = 1' 0"

The Freestanding Transit Station Directional Flag S-4

The MARTA Freestanding Transit Station Directional Flag, Sign Type S-4, is a sign composed of painted aluminum with photosilkscreened graphics mounted on one painted steel tube. This sign is used to direct vehicular traffic from approach streets and pedestrian walkways to MARTA Transit Station entrances. It is placed on MARTA-owned property.

Three configurations of this sign are available: Sign Type S-4.1 has one flag and is typically used to direct traffic approaching from the same direction as the sign placement; Sign Type S-4.2 has two flags at 90° to each other and is typically placed at major intersections to direct traffic from several approach directions; as is Sign Type S-4.3 which has two flags. Graphics may be applied to both faces of Sign Type S-4.1, S-4.2, and S-4.3 if desired. The flag face graphics consist of the MARTA Signing Logo Configuration, the name of the targeted Transit Station, the MARTA Transit Symbols, and Arrow A1 indicating direction. Note that two cap heights on the Transit Station name message are available: one with a 3 3/8" standard cap which should accommodate most station names; and an alternate with a cap height of 2 3/4" which will provide for long names like "Reynoldstown." Use the relevant size and line spacing arrangement, but keep the position of the top of first word in relation to the bottom of the MARTA band fixed (this is true for three-line transit station names as well). In a like manner, the Transit Symbols are to be maintained at the fixed size and position from the sign panel bottom as shown.

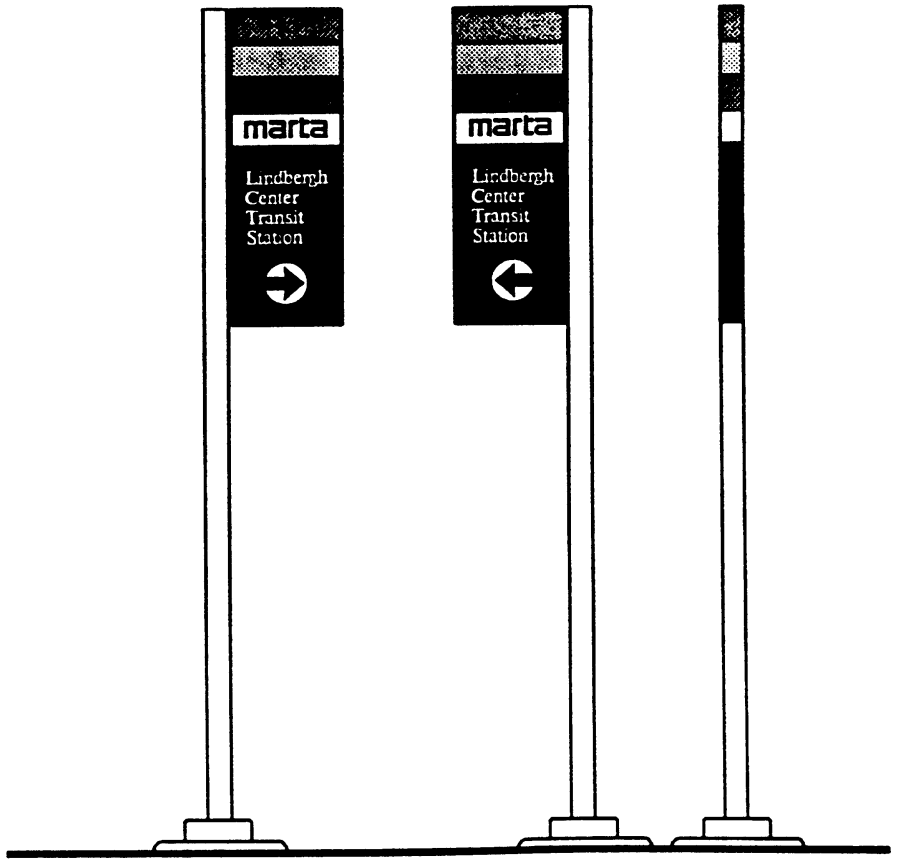


Section through sign face, N.T.S.

This sign may be augmented by any of the Parking Lot Flags, Sign Types S-5 through S-7. In such cases the Flags are mounted side-by-side as banners on the post. Refer to 16.5.10 for details.

Placement 16.7.6 | Specifications 10LB | Contract Doc. AS106

2'- 4" x 6'- 9"
Sign Face on
18'- 0" x 6"
sq. post



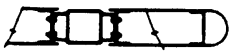
Scale 1/4" = 1'- 0"

The Parking Lot Flags S-5, S-6, & S-7

The MARTA Parking Lot Flags, Sign Types S-5, S-6, and S-7, are a system of flags carrying messages about rates, rules, locale and directions, or carrying directions to features such as Kiss Ride areas, Taxi Stands, or Pay Parking Centers.

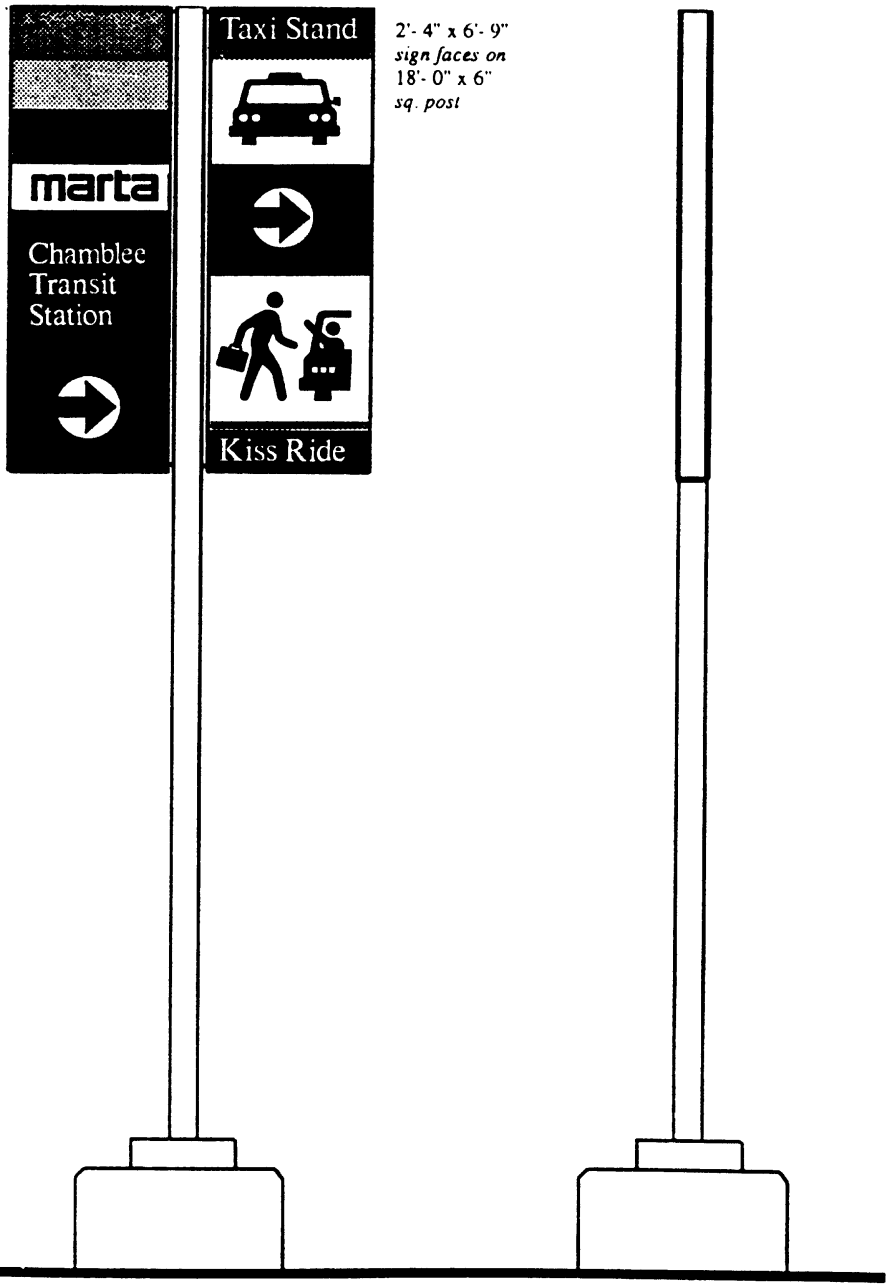
The sign faces are composed of painted aluminum with photosilkscreened and vinyl die cut graphics on a painted steel tube. These flags are always mounted in pairs to form a bannerlike display.

Note that these signs may also be used with the Freestanding Transit Station Directional Flag, Sign Type S-4 described on Page 16.5.9, which has a slightly altered foundation.



Section through sign face, N.T.S.

Placement 16.7.7 Specifications 10LB Contract Doc. AS107



Scale: 3/8" = 1'- 0"

The Parking Lot Identifier S-5

The MARTA Parking Identifier Flag, Sign Type S-5, is a sign composed of painted aluminum with photosilkscreened graphics mounted on a painted steel tube. This sign is used to mark different parking areas in stations with more than one Pay Parking lot, as well as to display ancillary information.

The face graphics consist of the Parking Lot message, the Lot Number, and the MARTA logotype L1. In order to make the given lot more memorable, one of the three primary rail line colors is to be used as the background color behind the lot number. These colors may be mixed at any one site.

This sign is always to be used with another Parking Lot Flag sign so that it is displayed as one of a pair. Note that these signs may also be used with the Free-standing Transit Station Directional Flag, Sign Type S-4 described on Page 16.5.9, which has a slightly altered foundation.

Placement 16.7.7 Specifications 10LB Contract Doc. AS109

2'-4" x 6'-9"
sign face

Sign Type S-5

Scale: 3/4" = 1'-0"

The Parking Lot Payment Flag S-6

The MARTA Parking Lot Payment Flag, Sign Type S-6, is a sign composed of painted aluminum with photosilkscreened graphics mounted on a painted steel tube. This sign is used to inform patrons of the current day parking rate prior to their arrival at the Pay Parking Center, as well as to display ancillary information.

The face graphics consist of the Payment message, including the current price applied as vinyl die cut numbers.

This sign is always to be used with another Parking Lot Flag sign so that it is displayed as one of a pair.

Placement 16.77 Specifications 10LB Contract Doc. AS109

Sign Type S-6

2'- 4" x 6'- 9"
Sign Face on
18'- 0" x 6"
sq. post

Scale: 3/4" = 1'- 0"

The Parking Lot Miscellaneous Flags S-7

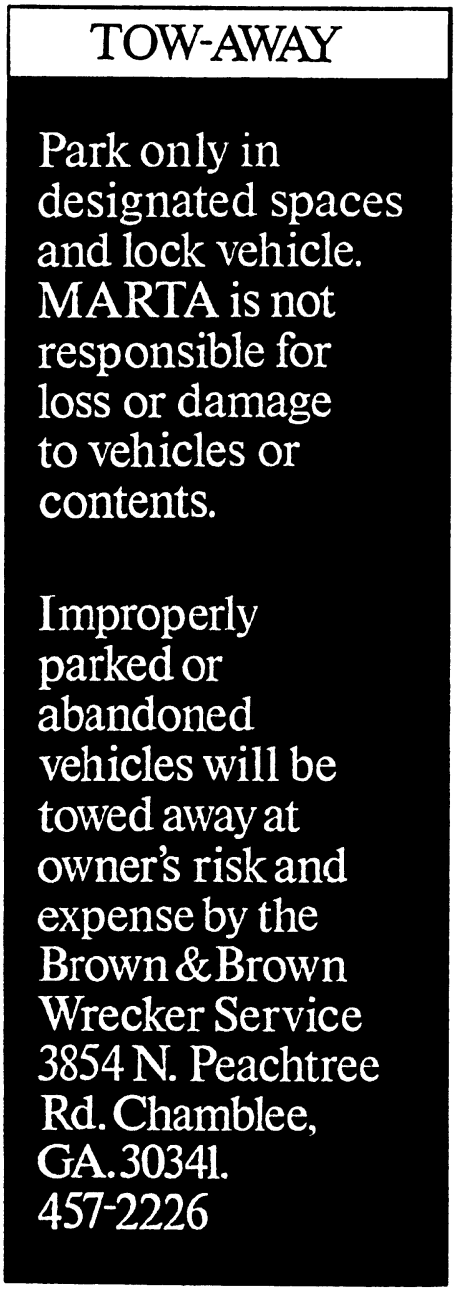
The MARTA Parking Lot Miscellaneous Flags, Sign Type S-7, are signs composed of painted aluminum with photosilkscreened graphics mounted on a painted steel tube. This sign type can have varying messages dealing with Parking Lot information.

The face graphics consist of the messages shown which are photosilkscreened unless specifying a rate or towing vendor. When placing this changeable information, use white vinyl die cuts.

This sign is always to be used with another Parking Lot Flag sign so that it is displayed as one of a pair.

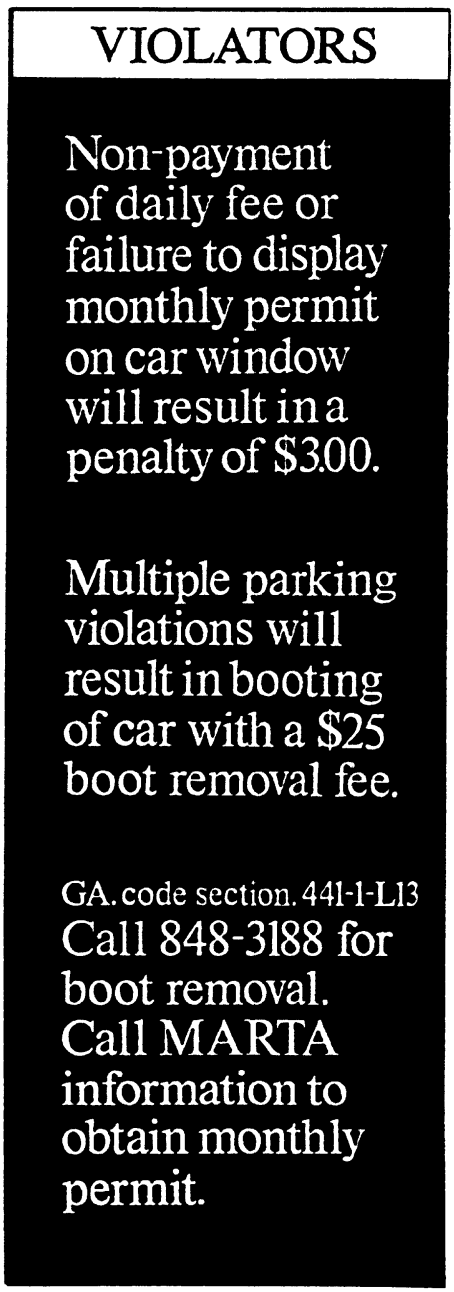
Placement 16.7.7 Specifications 10LB Contract Doc. AS109

Sign Type S-7.1


TOW-AWAY
Park only in designated spaces and lock vehicle. MARTA is not responsible for loss or damage to vehicles or contents.
Improperly parked or abandoned vehicles will be towed away at owner's risk and expense by the Brown & Brown Wrecker Service 3854 N. Peachtree Rd. Chamblee, GA. 30341. 457-2226

2'-4" x 6'-9"
sign faces

Sign Type S-7.2


VIOLATORS
Non-payment of daily fee or failure to display monthly permit on car window will result in a penalty of $3.00.
Multiple parking violations will result in booting of car with a $25 boot removal fee.
GA. code section. 441-1-L13
Call 848-3188 for boot removal. Call MARTA information to obtain monthly permit.

Scale: 3/4" = 1'-0"

The Parking Lot Miscellaneous Flags cont. S-7

The MARTA Parking Lot Miscellaneous Flags, Sign Type S-7, are signs composed of painted aluminum with photosilkscreened graphics mounted on a painted steel tube. This sign type can have varying messages dealing with Parking Lot information.

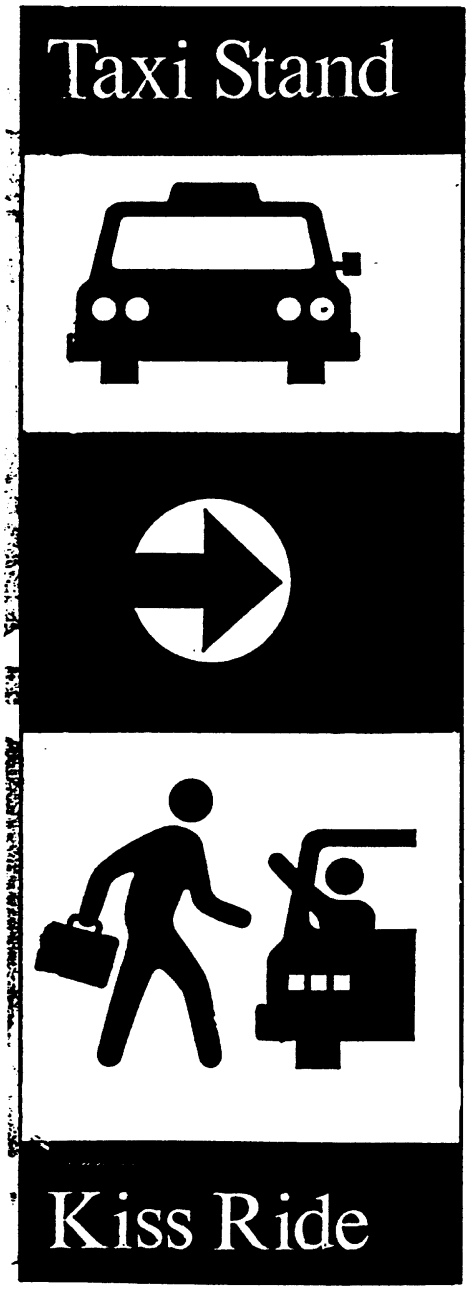
The face graphics consist of the messages shown which are photosilkscreened unless specifying a rate or towing vendor. When placing this changeable information, use white vinyl die cuts. This sign is always to be used with another Parking Lot Flag sign so that it is displayed as one of a pair.

Note that Sign Type S-7.3 is to be used with the Freestanding Transit Station Directional Flag, described on Page 16.5.9, to mark the major access points to the station.

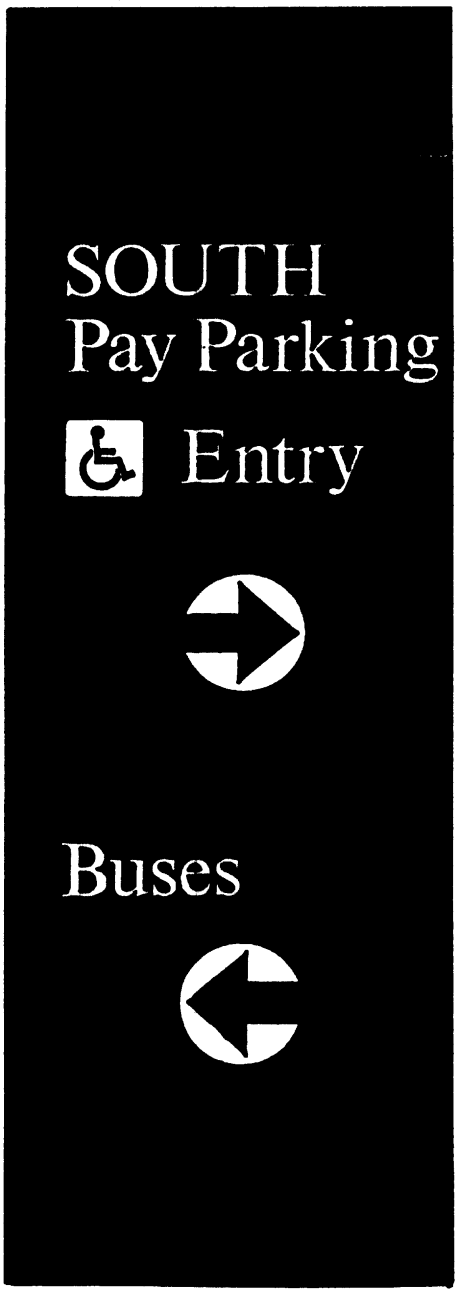
2'- 4" x 6'- 9"
sign faces

Placement 16.7.7 Specifications 10LB Contract Doc. AS110

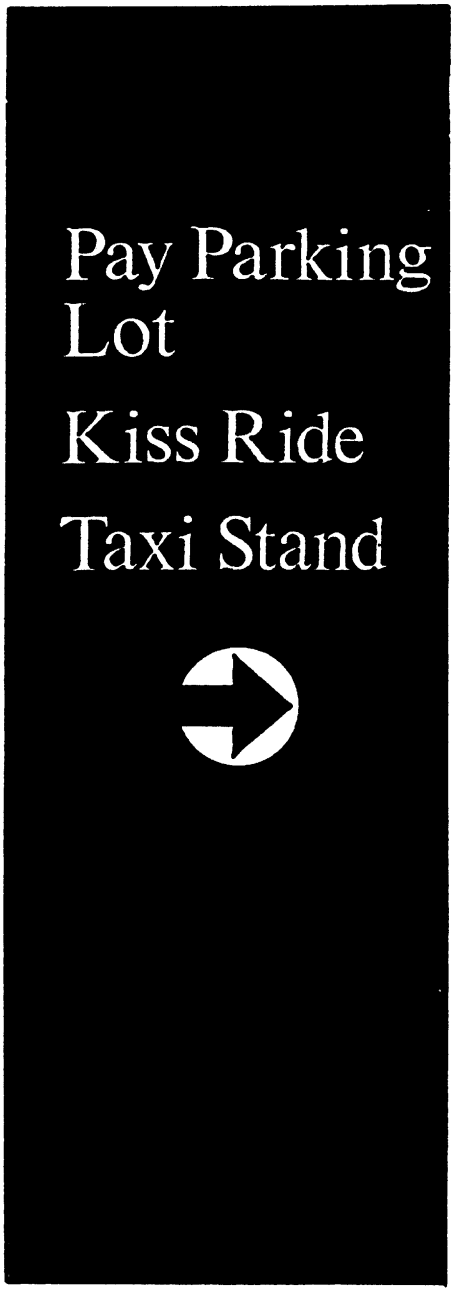
Sign Type S-7.3



Sign Type S-7.4



Sign Type S-7.5



Scale: 1" = 1'- 0"

The Transit Station Building Identifier S-8

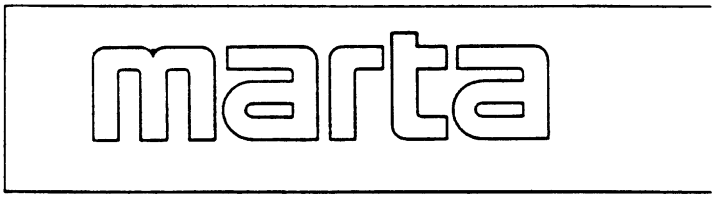
The MARTA Transit Station Building Identifier, Sign Type S-8, consists of the application of the MARTA logotype, version L2, to the fascia or canopy of Transit Stations. It is used to identify the facility in large scale in cases where the Flag Identifiers are located some distance away, and in cases where its use is more appropriate than that of the Flags.

There are six variations available for use:

- *S-8.1, the Recessed Building Identifier*
- *S-8.2, the Cut Plate Building Identifier*
- *S-8.3, the Reverse Channel, Non-Illuminated Building Identifier*
- *S-8.4, the Reverse Channel, Halo Lighted Building Identifier*
- *S-8.5, the Channel Letter, Face Lighted Building Identifier*
- *S-8.6, the Formed Building Identifier.*

Note that the design intent for this sign type is to use the logotype large but have the color and material treatment integrate subtly with the surface to which it is applied - essentially a dimensional "white on white" or minimal contrast look. The sheer size of the letter forms will impart the message.

Preference is for the more dimensional applications, with color and materials of an architectural nature, such as polished metals. When using letter forms more than 1" thick, return edges should be painted or toned to a value at least 50% darker than the faces to preserve legibility.



Scale: N.T.S.

The Pay Parking Center Header S-9

The MARTA Pay Parking Center Header, Sign Type S-9, is a painted aluminum tube with photosilkscreened and vinyl die cut graphics. The tube can be applied in varying lengths to span MARTA's modular coin collection boxes.

The graphics consist of the Signing Logo, the Pay Parking Center message or any Special Parking Center message, the Rate (in vinyl die cuts), the Space Number message, and the Rate/Liability message (with the wrecker service information in vinyl die cuts).

Two Type S-9 variations are available: Sign Type S-9.1, the Pay Parking Center header which attaches to freestanding coin box units:

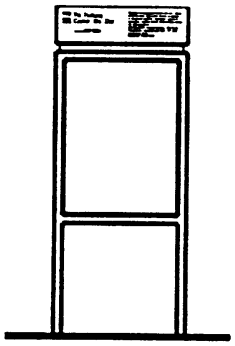
- *S-9.1.1 Single Unit*
- *S-9.1.2 Double Unit*
- *S-9.1.3 Triple Unit*
- *S-9.1.4 4 section Unit*
- *S-9.1.5 5 section Unit*

and Sign Type S-9.2, the Pay Parking Center Header used for wall mounted coin boxes. It also is specified by unit size:

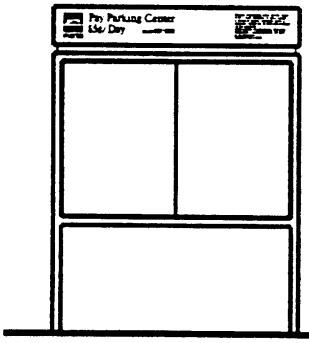
- *S-9.2.1 Single Unit*
- *S-9.2.2 Double Unit*
- *S-9.2.3 Triple Unit*
- *S-9.2.4 4 section Unit*
- *S-9.2.5 5 section Unit*

All Wall Mounted Headers (not shown in elevation) similar in appearance to Type 9.1 Refer to the Contract Documents for details.

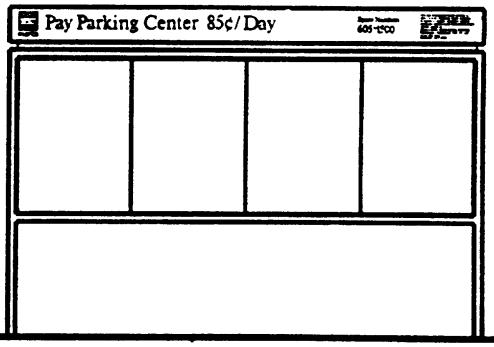
Placement 16.7.11 Specifications 10LH Contract Doc. AS112



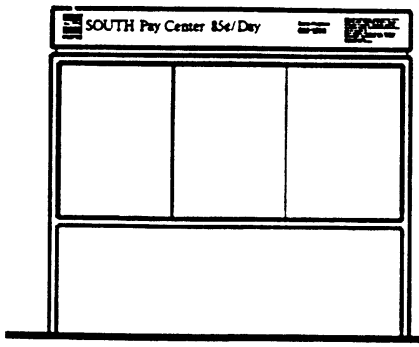
S- 9.1.1



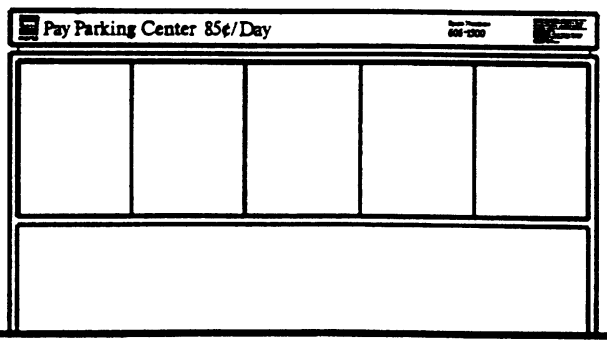
S- 9.1.2



S- 9.1.4



S- 9.1.3



S- 9.1.5

Scale 1/4" = 1'- 0"

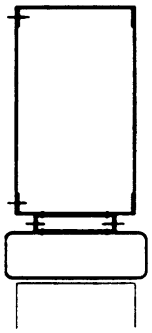
The Pay Parking Center Header Graphic Face Variations S-9

This page shows the various Pay Parking Center Headers available.

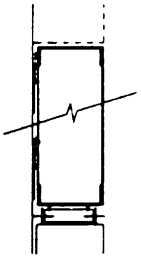
The graphic messages are surface photosilkscreened and consist of the Signing Logo, the Pay Parking Center message, the Rate (in vinyl die cuts), the Space Numbers messages, and the Rate/Liability message (with wrecker service information in vinyl die cuts).

Note that some special conditions may exist, thus the header using the "SOUTH Pay Center" message rather than the standard Pay Parking Center message. In this situation multi-centers exist on many sides of the station. Therefore, compass direction designations were given to each for patron ease of orienting.

Placement 16.7.11 Specifications 10LH Contract Doc. AS113

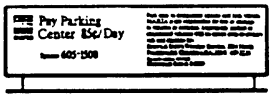


Pay Parking Cen er Mount

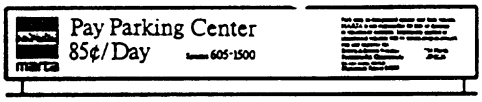


Wall Mount

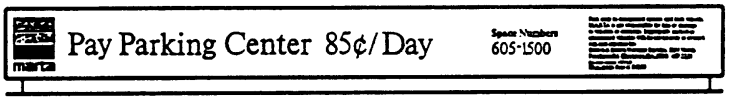
Headers are 9" High by varying lengths.



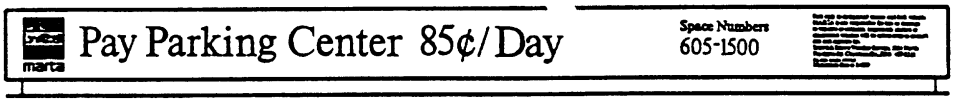
S- 9.1.1 *and* S- 9.2.1



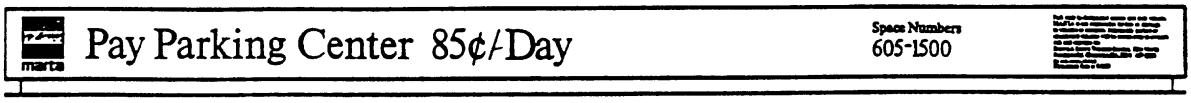
S- 9.1.2 *and* S- 9.2.2



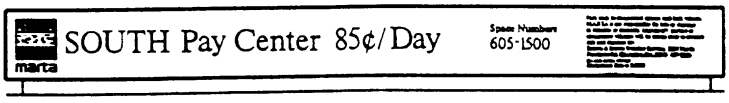
S- 9.1.3 *and* S- 9.2.3



S-9.1.4 *and* S- 9.2.4



S-9.1.5 *and* S- 9.2.5

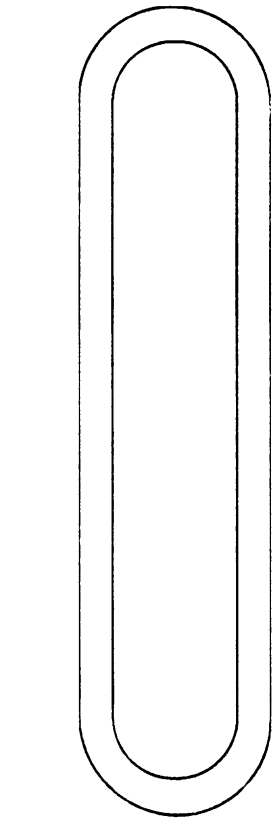


Scale: 1/2" = 1'- 0" *Variation*

The Violator Envelope Message S-10

Sign Type S-10, the Violator Envelope Message, is a photosilkscreened border around the Pay Parking Center panel opening for envelope deposits. Arrow A1 and the Violator Envelope Message complete the graphics.

Placement 16.7.11 Specifications 10LS Contract Doc. AS114



Violator
Envelope

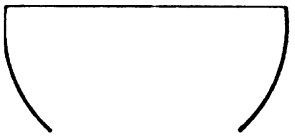
Scale Full Size

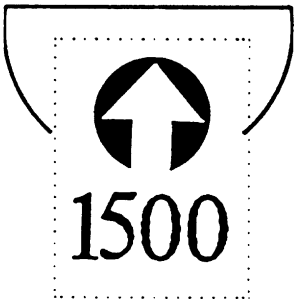
The Coin Slot Indicator S-11

The MARTA Coin Slot Indicator, Sign Type S-11, is a clear decal with photosilkscreened graphics which is applied below the coin slot openings on Pay Parking Center units. All decals are to be applied where indicated for systemwide consistency and clarity for patrons.

Graphics consist of Arrow A1 and the Slot Number messages.

Placement 16.7.11 Specifications 10LK Contract Doc. AS114



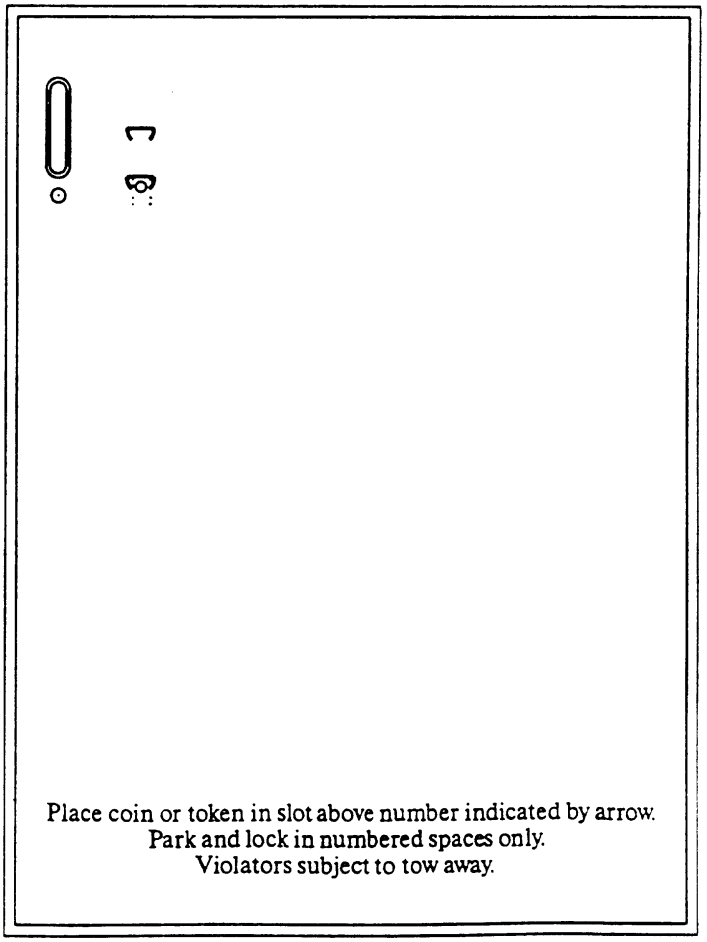


Scale: Full Size

The Pay Panel Message S-12

Sign Type S-12, the Pay Panel Message, is a word message photosilkscreened at the bottom of each Pay Parking Center unit. the message gives usage instructions and rules.

Placement 16.7.11 Specifications 10LS Contract Doc. AS114


Place coin or token in slot above number indicated by arrow.
Park and lock in numbered spaces only.
Violators subject to tow away.

Scale 1 1/2" = 1 - 0"

The Overnight Parking Panel S-13

The Overnight Parking Panel, Sign Type S-13, is a sheet metal face panel inset into existing Pay Parking Centers. The panel contains a formed inset box for storing overnight envelopes. This inset is protected by a clear acrylic top-hinged door.

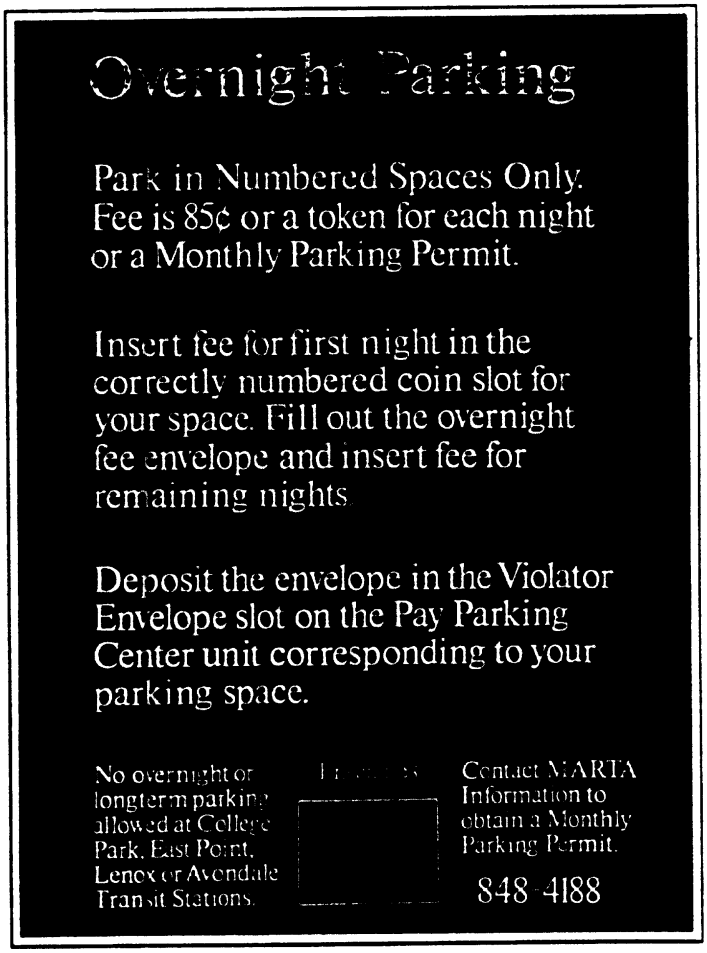
All dimensions must be field determined by the fabricator, as each center differs. Shop drawings should reflect actual proposed dimensions and installation details.

With the exception of the Rate, which is made of white vinyl die cuts, graphic messages are surface photosilkscreened and consist of the various Overnight Parking messages shown.

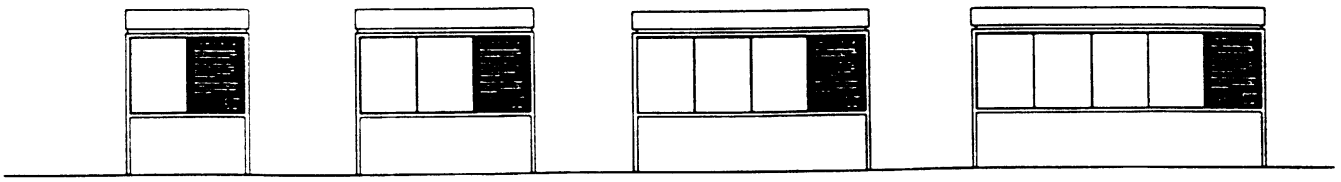
Note that this panel is used on Pay Parking Centers of from two to five units. On all units, place the Overnight Panel in the extreme right unit.

A stand alone Overnight Parking Unit similar to the Pay Parking Center is shown on Page 16.5.22.

Placement 16.7.11 Specifications 10LC & 10LH Contract Doc. AS115



Scale: 1 1/2" = 1'-0"



Scale: 1/4' = 1'- 0"

The Freestanding Overnight Parking Unit S-14

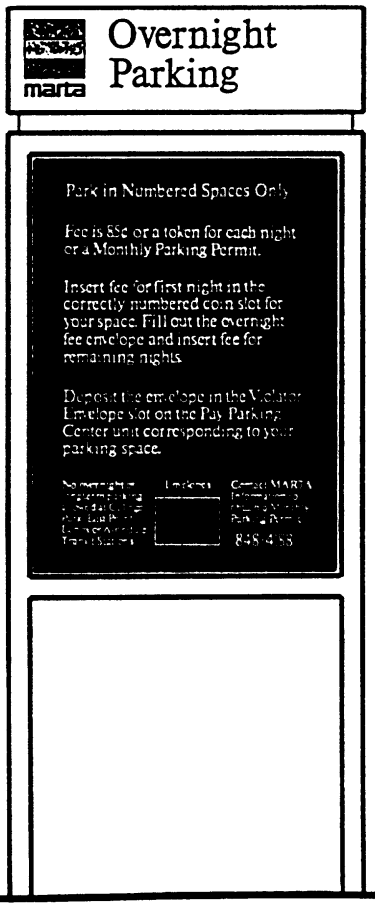
The Freestanding Overnight Parking Unit, Sign Type S-14, is a stand alone painted steel post and panel structure similar to MARTA's Pay Parking Centers and the Pay Parking Center Headers, Sign Type S-9.

The unit consists of a painted steel frame housing a box sign face. The face contains an inset box for storing overnight payment envelopes. The inset is protected by a clear acrylic top-hinged door.

All dimensions must be field determined by the fabricator, based on existing Pay Parking Centers. Shop drawings should reflect actual proposed dimensions, foundation and installation details.

With the exception of the Rate, which is made of white vinyl die cuts, graphic messages are surface photosilkscreened and consist of the various Overnight Parking messages shown.

Placement 16.7.11 Specifications 10LC Contract Doc. AS116


marta
Overnight
Parking
Park in Numbered Spaces Only
Fee is $5 or a token for each night or a Monthly Parking Permit.
Insert fee for first night in the correctly numbered coin slot for your space. Fill out the overnight fee envelope and insert fee for remaining nights.
Deposit the envelope in the Violator Envelope slot on the Pay Parking Center unit corresponding to your parking space.

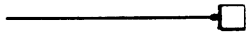
Scale: 3/4" = 1'-0"

The Post Mounted Large Station Message Flag 15

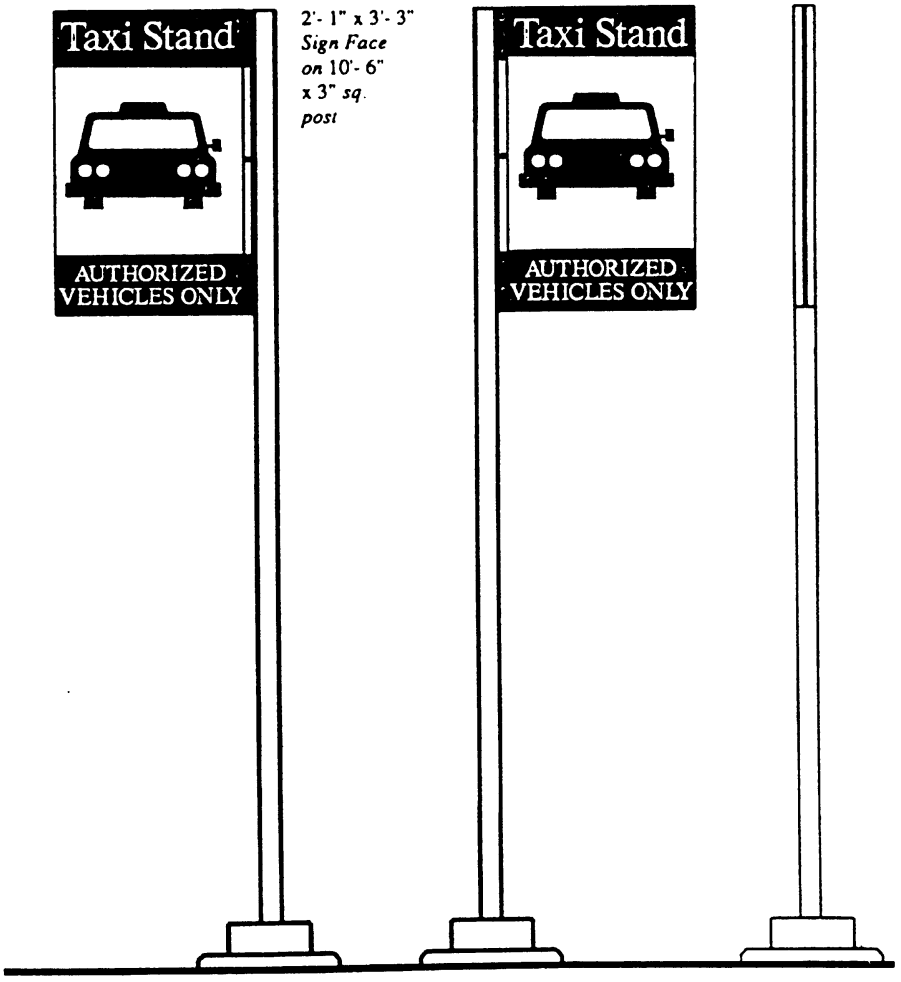
The MARTA Post Mounted Large Station Message Flag, Sign Type S-15, is composed of a face of painted sheet aluminum with photosilkscreened graphics mounted on a painted steel tube. This sign type is used to direct patrons to special areas within the grounds of Transit Stations, as well as, to post large regulatory and information messages.

Sign faces vary depending upon use. All face graphics consist of MARTA messages from the 500 level series, graphic symbols and Arrow A1. The graphics are photosilkscreened on the prepared cut aluminum surface. Depending upon placement, one or both faces may carry the graphics. If the second face does not get the message, it is to be painted solid MARTA Grey. Note that the two faces may carry two different messages.

Placement 16.7.8 | Specifications 10LC | Contract Doc. AS117



Section through sign face, N.T.S.



Scale: 1/4" = 1'- 0"

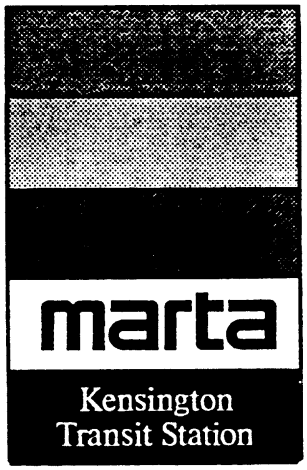
Large Station Message Flag Faces S-15

Large Station Message Flag Faces are used as directional, location and regulatory signs. Specify by sign face number.

Placement 16.7.8 Specifications 10LC Contract Doc. AS119

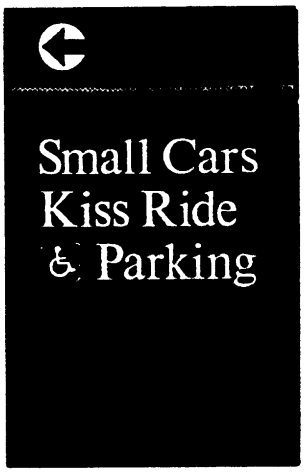
2'- 1" x 3'- 3"
Sign Faces

Type S-15.1



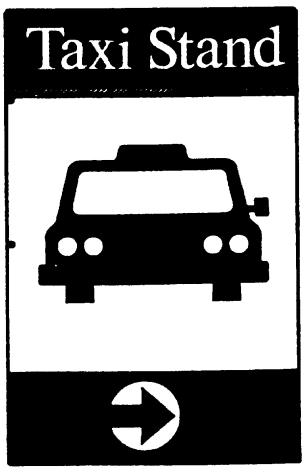
Type S-15.2

Type S-15.3



Type S-15.4

Type S-15.5



Type S-15.6

Scale: 3/4"= 1'- 0"

Large Station Message Flag Faces cont. S-15

Large Station Message Flag Faces are used as directional, location and regulatory signs. Specify by sign face number.

Placement 16.7.8 Specifications 10LC Contract Doc. AS119

2'- 1" x 3'- 3"
Sign Faces

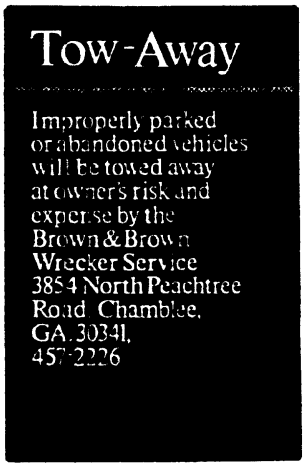
Type S-15.7

Type S-15.8

Type S-15.9

Type S-15.10

Type S-15.11



Type S-15.12

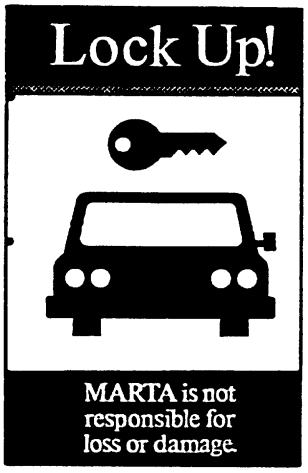
Scale: 3/4"= 1'- 0"

Message Flag Faces are used as directional, location and regulatory signs. Specify by sign face number.

Placement 16.7.8 Specifications 10LC Contract Doc. AS119

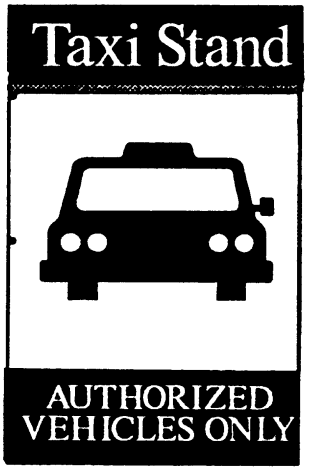
2'- 1" x 3'- 3"
Sign Faces

Type S-15.13



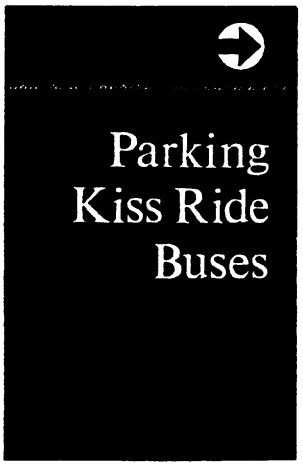
Type S-15.14

Type S-15.15

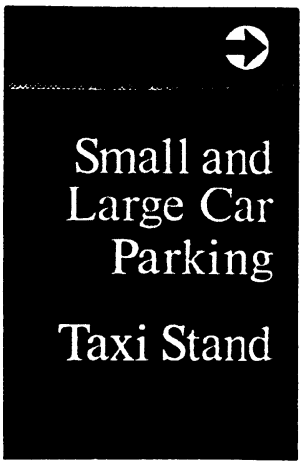


Type S-15.16

Type S-15.17



Type S-15.18



Scale: 3/4"= 1'- 0"

Large Station Message Flag Faces cont. S-15

Message Flag Faces are used as directional, location and regulatory signs. Specify by sign face number.

Placement 16.7.8 Specifications 10LC Contract Doc. AS120

2'- 1" x 3'- 3"
Sign Faces

Type S-15.19

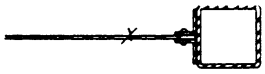
Scale 3/4"= 1'- 0"

The Post Mounted Small Station Message Flag S-16

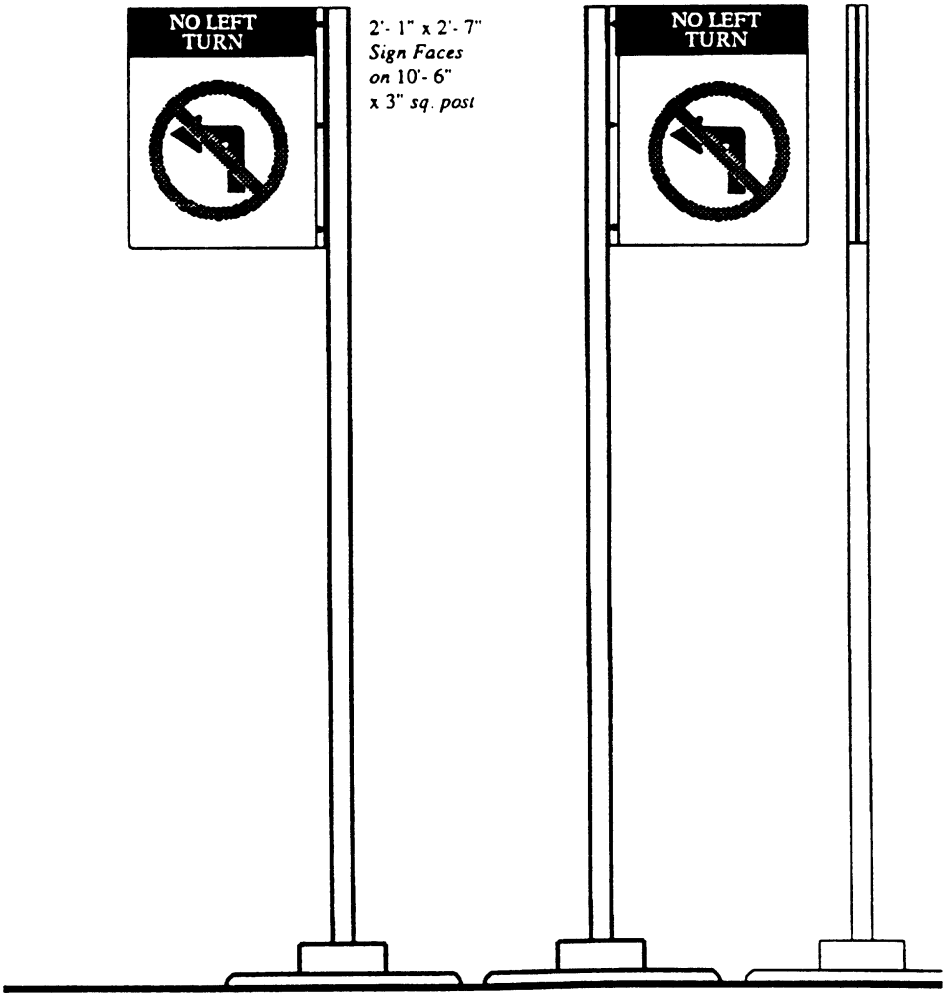
The MARTA Post Mounted Small Station Message Flag, Sign Type S-16, is composed of a face of painted sheet aluminum with photosilkscreened graphics mounted on a painted steel tube. This sign type is used to identify special use areas within the grounds of Transit Stations, as well as, to post regulatory and information messages.

Sign faces vary depending upon use. All face graphics consist of MARTA messages from the 500 level series and graphic symbols. The graphics are photosilkscreened on the prepared cut aluminum surface. Depending upon placement, one or both faces may carry the graphics. If the second face does not get the message, it is to be painted solid MARTA Grey. Note that the two faces may carry two different messages.

Placement 16.7.8 Specifications 10LC Contract Doc. AS121



Section through sign face, N.T.S.



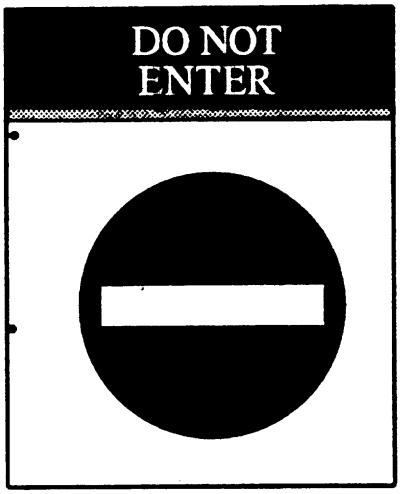
Scale: 1/2" = 1'- 0"

Small Station Message Flag Faces S-16

Small Station Message Flag Faces are used as information and regulatory signs. Specify by sign face number.

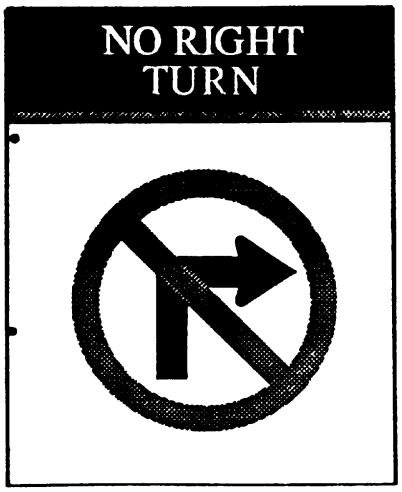
Placement 16.7.8 Specifications 10LC Contract Doc. AS123

Type S- 16.1



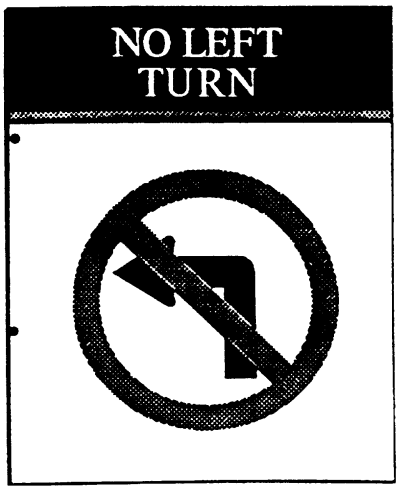
2'- 1" x 2'- 7"
Sign Faces

Type S- 16.2



Scale: 3/4" = 1'- 0"

Type S- 16.3



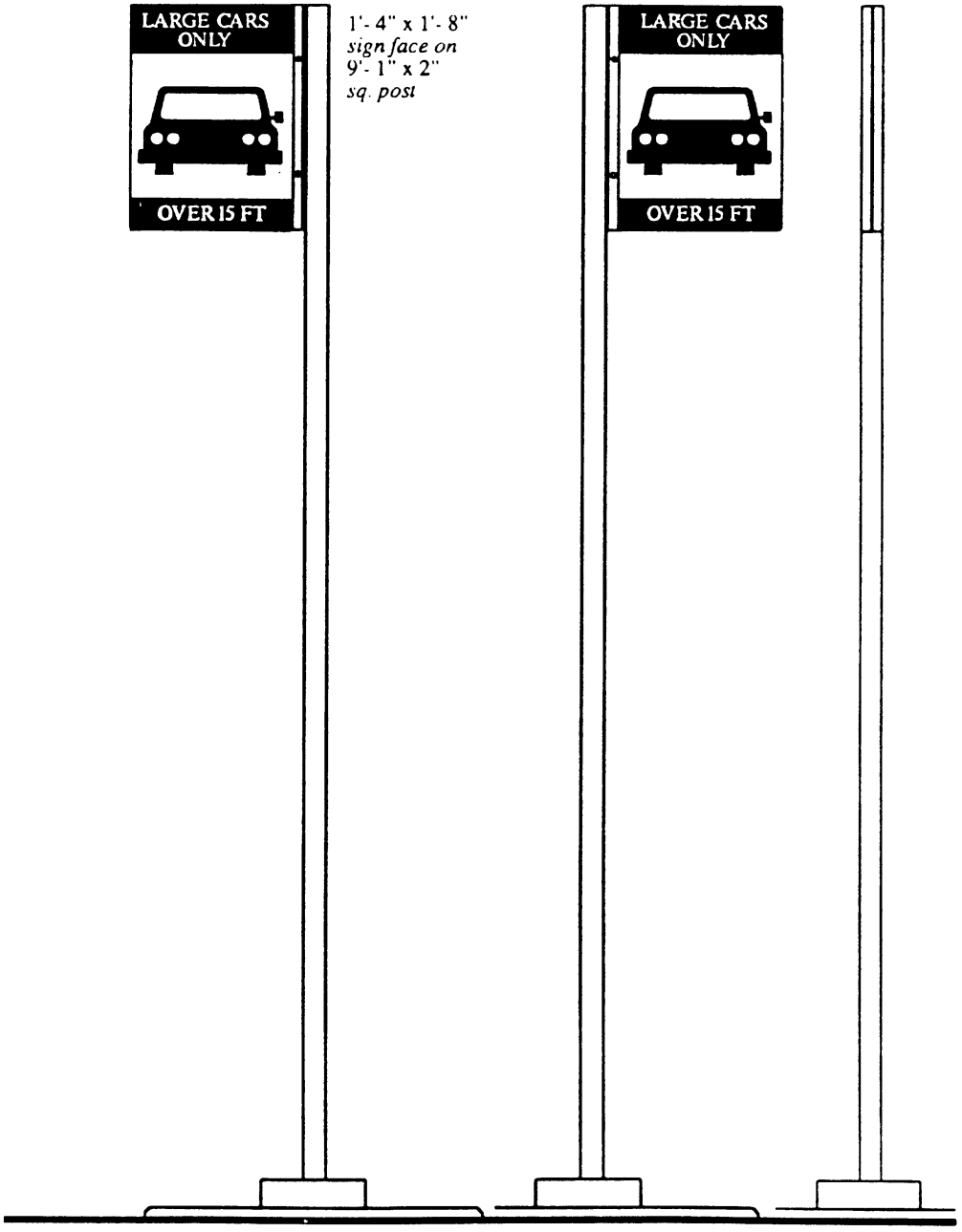
The Dedicated Use Indicator S-17

The MARTA Dedicated Use Indicator, Sign Type S-17, is a sign composed of a face of painted sheet aluminum with photosilkscreened graphics mounted on a painted steel tube. This sign type is used to identify special set-aside areas within the grounds of Transit Stations, such as individual parking spaces for the handicapped.

Sign faces vary depending upon use. All face graphics consist of MARTA messages from the 500 level series and graphic symbols. The graphics are photosilkscreened on the prepared cut aluminum surface. Depending upon placement, one or both faces may carry the graphics. If the second face does not get the message, it is to be painted solid MARTA Grey. Note that the two faces may carry two different messages.

Placement 16.7.8 Specifications 10LC Contract Doc. AS124

Section through sign face, N.T.S.



Scale: 3/4" = 1'-0"

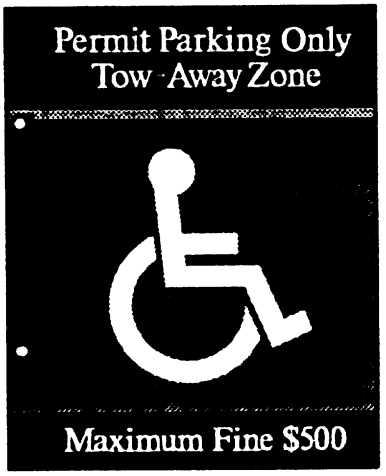
The Dedicated Use Indicator Face Variations S-17

This page shows the available face variations for Sign Type S-17, the Dedicated Use Indicator. Specify by sign face number.

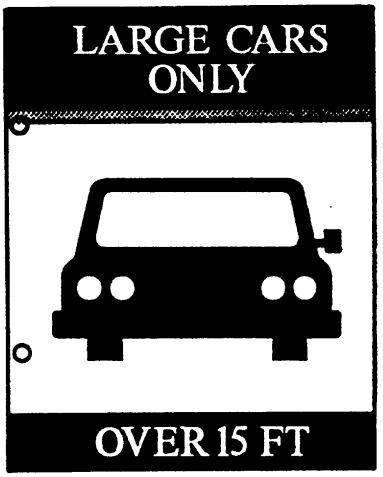
Placement 16.7.8 Specifications 10LC Contract Doc. AS126

1'- 3" x 1'- 8"
Sign Face

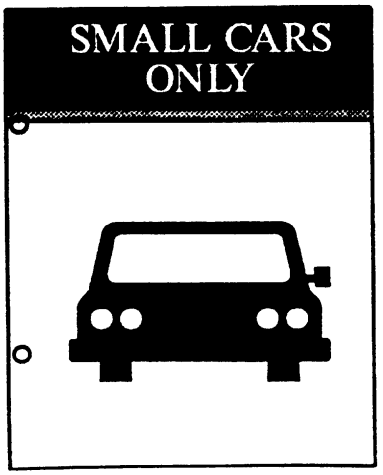
Sign Type S-17.1



Sign Type S-17.2



Sign Type S-17.3



Scale: 1 1/2" = 1'- 0"

Construction Signs

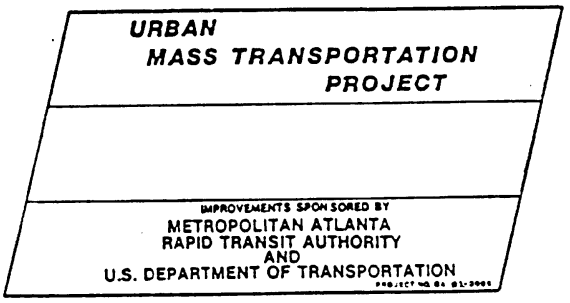
S

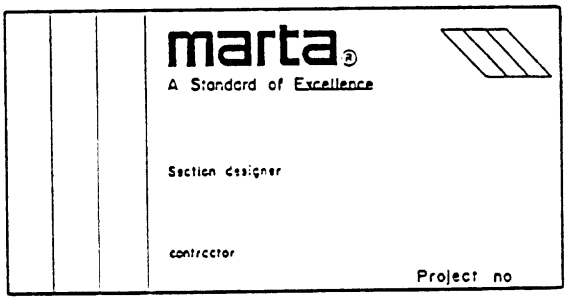
The MARTA Construction signs, Sign Type S-18, are signs made from 3/4" MDO plywood withe painted and photosilkscreened graphics. The MARTA logotype L1 is always to be photosilkscreened.

Paints are to be semi-gloss or gloss exterior grade oil-based enamels. Use exterior grade treated supports for all structures and posts.

These signs are used on system construction sites.

Placement 16.7.14 Contract Doc. AS127





The Curb Parking Indicators S-20

The MARTA Curb Parking Indicators, Sign Type S-20, are graphic messages painted directly on to sidewalk curbing and to the parking surface. These signs are used to define the direction of parking within the reserved Kiss Ride and Taxi Stand zones, to direct traffic flow with arrows, and to reinforce no parking zones.

Type S-20.1 consists of a message regarding parking direction and the Arrow A1 applied to the sidewalk curbing as a painted stencil.

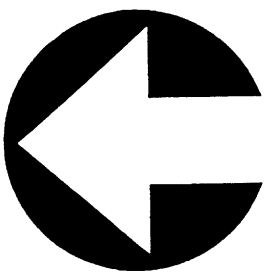
Type S-20.2 consists of the Arrow A1 applied as a painted stencil to the parking surface.

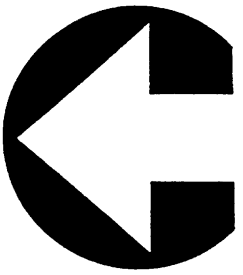
Type S-20.3 consists of a No Parking message applied to curbs as required as a painted stencil.

Paint shall be industrial grade Duron Dura Clad, Industrial Coating, or a comparable alkyd gloss enamel in an industrial grade.

Placement 16.7.9 Specifications 10L2 Drawing Doc. AS128.1

C Park in Direction of Traffic Only C Park in Direction of T





No Parking No Parking

Scale: 1/2" = 1'-0"

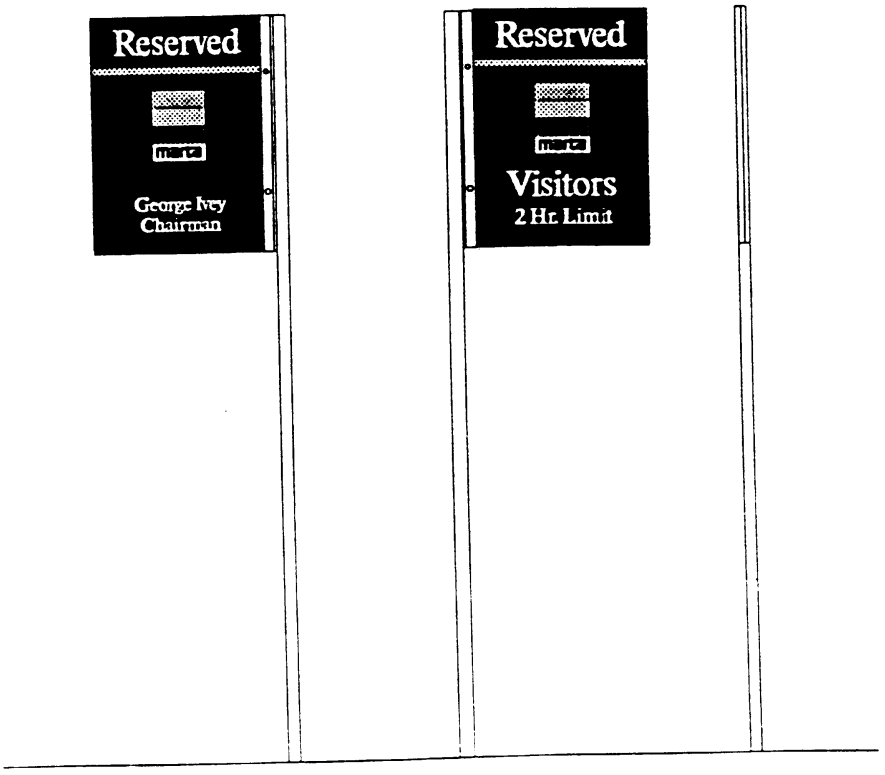
The MARTA Parking Control Signs S-21

The MARTA Post Mounted Parking Control Sign, Sign Type S-21.1, is a sign composed of a face of painted sheet aluminum with photosilkscreened graphics mounted on a painted steel tube. This sign type is used to identify parking areas reserved for visitors, Board members, and employees.

Sign faces vary depending upon use. All face graphics consist of a MARTA message from the 400 level series photosilkscreened on a prepared cut aluminum surface. Note that this sign has messages on the front face only. The back face should be painted MARTA Gray.

An alternate version of this sign, Type S-21.2, is available for wall mounting where space or budgets preclude using the post mounted version. Note that this variation has four radius corners rather than two, and is 1" narrower in width. Mount this sign to wall surfaces using double stick tape and silicone adhesive.

Placement 16.7.6 Specifications 10LC Contract Doc. AS128.2



The Transit Station Interior Sign System

I

The MARTA Interior Sign System includes all Transit Station signs from the fare gate to the train platform. The system is divided into two sections: (1) the MARTA Band signs and (2) the other Interior signs. The Band signs, designated by the letter B, are the heart of the Transit Station signing system, and are fully described beginning on manual page 16.6.2. Band sign faces are designated either IE for interior entraining or ID for interior detraining. The other signs in the Interior system, designated by the letter I and a number, address fare gates, facilities, and emergency system equipment. The Area Directory provides a special platform kiosk listing immediate vicinity amenities and designations.

The goals of the Interior System are

1. *express the rate and token information and handling clearly;*
2. *direct patrons easily from entrances to the train platform with clear, acces sible directional information;*
3. *provide understandable distinction between the line directions through proper placement of the Line Directional sign bands;*
4. *immediately inform patrons arriving via MARTA trains of the station name and designator;*
5. *direct patrons exiting from trains to the surest path of exit or to other connect ing train lines*
6. *provide highly visible and understandable emergency EXIT signing which can be augmented with written directional information;*
7. *utilize a means of placing highly specific information on the Band signs, via the MARTA Tube;*
8. *strengthen auxiliary information dispersal through use of the Map Case Header;*
9. *clearly identify emergency systems, telephone systems, facilities, etc., using a standardized system of signs and placement;*
10. *utilize the standard design and fabrication criteria and the placement guidelines so that all station interiors are so similar that patrons will have little difficulty in unfamiliar stations.*

The Interior System consists of

16.6.2, Sign Type B, the MARTA Band
16.6.3, the MARTA Band & Tube Sign Schedule Form
16.6.4, Sign Type PB, the Pendant Mounted Band
16.6.5, Sign Type WB, the Wall Mounted Band
16.6.6, Sign Type T, the MARTA Band Information Tube
16.6.7, Sign Face IE-1, the Entraining Transit Station Entrance Identifier
16.6.8, Sign Face IE-2, the Entraining General Directional Sign Faces
16.6.9, Sign Face IE-2, the Entraining General Directional Sign Faces cont.
16.6.10, Sign Face IE-3, the Entraining Line Directional Sign Faces
16.6.11, Sign Face IE-3, the Entraining Line Directional Sign Faces cont.
16.6.12, Sign Face ID-1, the Detraining Transit Station Identifier
16.6.13, Sign Face ID-1, the Detraining Transit Station Identifier cont.
16.6.14, Sign Face ID-2, the Detraining General Directional Sign Faces
16.6.15, Sign Face ID-3, the Detraining EXIT Directional Sign Faces
16.6.16, Sign Face ID-3, the Detraining EXIT Band Details and Lighting
16.6.17, Sign Type I-1, the Area Directory
16.6.18, Sign Type I-2, the Map & Information Case Header
16.6.19, Sign Type I-2, the Map & Information Case Header cont.
16.6.20, Sign Type I-3, Prohibitive Warning Signs for Gates
16.6.21, Sign Type I-4, Acrylic Telephone Identifiers
16.6.22, Sign Type I-5, Emergency System Identifiers
16.6.23, Sign Type I-6, Door Identifiers
16.6.24, Sign Type I-7, the MARTA Ridestore Identification
16.6.25, Sign Type I-8, Fare Exchange Signs
16.6.26, Sign Type I-8, Fare Exchange Signs cont.
16.6.27, Sign Type I-9, the Information Booth Identification
16.6.28, Sign Type I-10, the Elevator Usage Indicator
16.6.29, Sign Type I-11, Miscellaneous Decals
16.6.30, Sign Type I-12, Airport Train Signs
16.6.31, Sign Type I-13, Miscellaneous Interior Plaques w/Projecting Mount

The MARTA Band B

The MARTA Interior Transit Station System is based largely on the use of one sign form, the MARTA Band, to which various Entraining, Detraining, and miscellaneous messages are applied. The Band consists of a rectangular extruded aluminum cabinet to which removable molded fiberglass sign faces are attached. The sign faces can be internally illuminated or non-illuminated. The Band is generally used as a double-faced pendant sign. A single-faced wall mounted version is available for special situations.

The Band and its parameters, such as illuminated or non-illuminated, pendant or wall mounted, etc., are designated by a sequence of letters. The sign faces which are attached to the band are organized into categories, such as IE-1, meaning Interior Entraining Sign Face 1.

The Band is used as an internally illuminated unit when light levels are low. Specify illumination by adding an "I" before the B Band designation, i.e. "IB."

The Band is used as a non-illuminated unit whenever possible. The B designation indicates the non-illuminated standard.

The Band Cabinet, sign faces, and internal illumination are fabricated of standardized, interchangeable parts. The cabinet is made from a limited number of aluminum extrusions. The sign faces are made from molded fiberglass. The internal illumination is provided by fluorescent lamps.

Station architects should include all relevant designations, as well as, a written description of the Band and utilized sign faces on all scheduling sheets.

The MARTA Band is available in three sizes which accommodate the range of information necessary to clearly direct patrons and identify Transit Station components. The 1'x 6'-4" Band, Sign Type B6, is the overall system standard. A 1'x 9', Sign Type B9, and a 1'x 12', Sign Type B12, are also available. Note that the original 1'x 6' Band will remain in use in stations constructed prior to 1989.

The three Band sizes have been developed so that the various messages required will be accommodated in a standard Primary Band Message capital height of 6". When preparing a sign schedule, the architect should determine the required messages and select the Band size most appropriate.

Single messages are to be centered on the sign faces and are designated by a "C". Sign faces with two messages are to align one message flush left 6" from the sign face edge and one message flush right, 6" from the sign face edge. When two messages occur on a sign face a minimum horizontal space of 9" must be maintained between the two. Use "L" to indicate the left message and "R" to indicate the right message. All messages must allow a minimum left and right margin of 6" from the edge of the sign face to the letter or graphic forms.

Band messages include station identifiers, directionals, EXIT signs and exit information, information and warnings. Messages can appear as 6" cap height primary messages or 3" cap height stacked messages. Arrow A1 and various graphic symbols are also utilized.

Bands may also be augmented by the MARTA Tube, a secondary element which provides a location for specific information or directions. *Refer to page 16.6.3.*

The Band and Tube Sign Schedule Form on the next page is to be used for scheduling all Band Signs, Band Sign Faces, and Band Information Tubes.

marta

Band and Tube Sign Schedule

Sign No.	Location Drawing	Band Sign Face Category	Face A or B	Message No.	Message	Arrow Direction	Message Size	Position on Band (Position = C for Centered, L for Left, or R for Right)	Message Color	Field Color	Band Type	Tube Size	Standard Drawing Reference

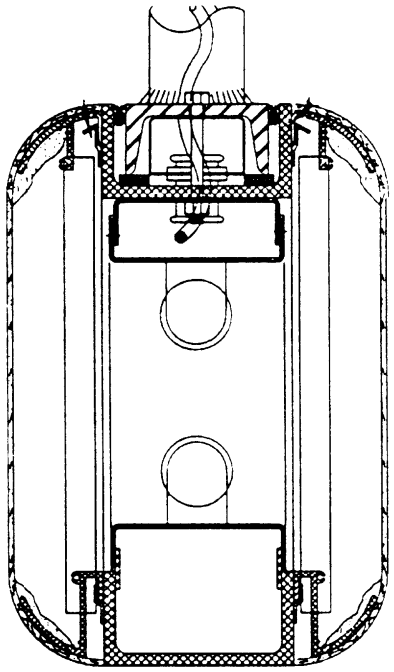
The Pendant Mounted Band PB

The Pendant Mounted MARTA Band, Sign Type PB, is the most common Interior System sign type. It is used for identifying the Transit Stations and for the majority of Entraining and Detraining signs. It consists of the Band Sign mounted to ceilings or overhead structures with two steel posts. A sign face is applied to both sides. These faces may or may not have identical messages.

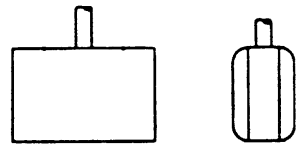
The Band may be illuminated on non-illuminated, with electric conduit passed through one of the steel posts to the sign cabinet. If illuminated, the fiberglass cladding must be translucent and the messages either subsurface photosilkscreened or frisketed. If non- illuminated, use opaque fiberglass for the outer cladding and surface photosilkscreen all messages.
Specify the Pendant Mount by placing a "P" before the Band B designator. There are four size variations available:

- *a 1'x 1'-6" Band specified by PB1.5*
- *a 1'x 6'-4" Band specified by PB6*
- *a 1'x 9' Band specified by PB9*
- *a 1'x 12' Band specified by PB12*

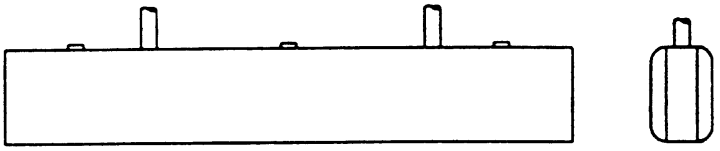
Placement 16.7.15 Specifications 10LD & 10LF Contract Doc. AS131



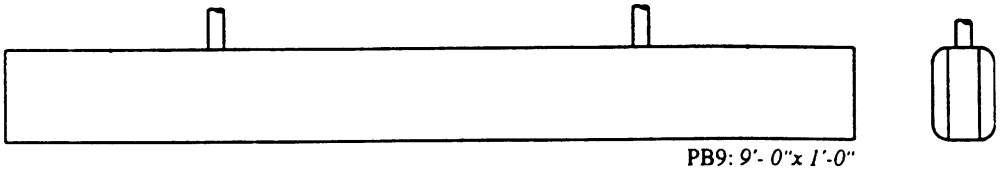
Section through 8" x 1'- 0" *Band*
Scale: 3"= 1'- 0"



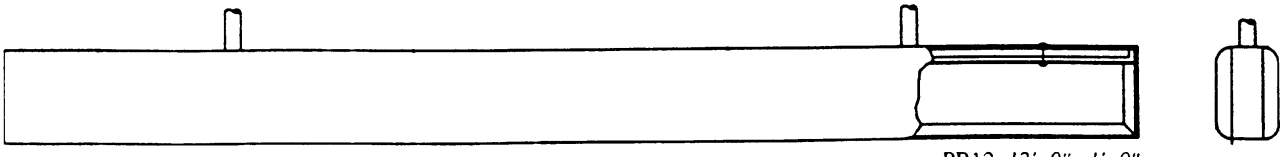
PB1.5: *1'6"x 1'- 0"*



PB6: *6'- 4"x 1'- 0"*



PB9: *9'- 0"x 1'-0"*



Scale: 1/2" = 1'- 0"

PB12: *12'- 0"x 1'- 0"*

The Wall Mounted Band

WB

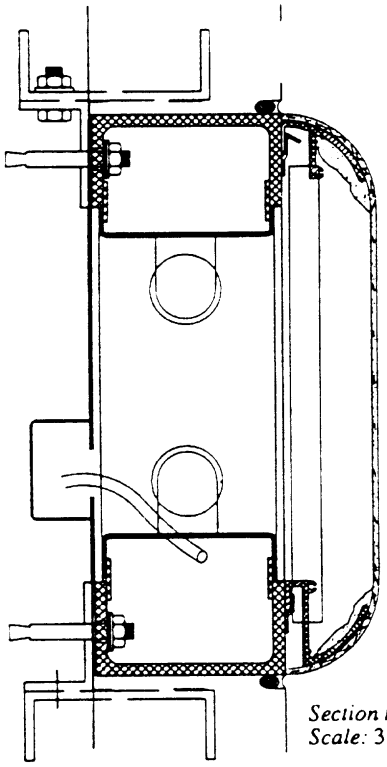
The Wall Mounted MARTA Band, Sign Type WB, is used for identifying Transit Stations and for some Entraining and Detraining signing applications. It is used when conditions require wall mounting or overhead wall mounting. It consists of the Band Sign mounted to the wall structure at a specific height and depth. This is a single-sided sign using one sign face.

The Wall Mounted Band may be illuminated on non-illuminated, with electric current passed into the sign box from a junction box recessed in the wall. If illuminated, the fiberglass cladding must be translucent and messages subsurace photosilkscreened or frisketed. If non-illuminated, use opaque fiberglass for the outer cladding and surface photosilkscreen all messages.

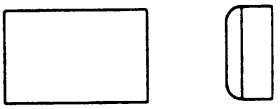
Specify the Wall Mount by placing a "W" before the Band B designator. There are four size variations available:

- *a 1'x1'-6" Band specified by WB1.5*
- *a 1'x6'-4" Band specified by WB6*
- *a 1'x9' Band specified by WB9*
- *a 1'x12' Band specified by WB12*

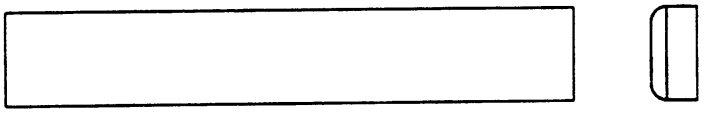
Placement 16.7.15 Specifications 10LD & 10LF Contract Doc. AS132



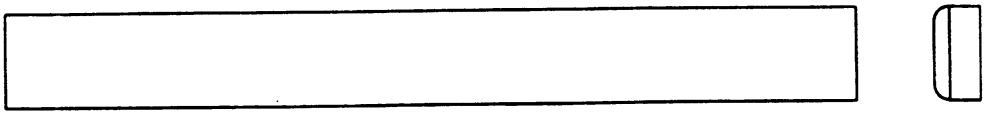
Section through 6" x 1'- 0" band
Scale: 3"= 1'- 0"



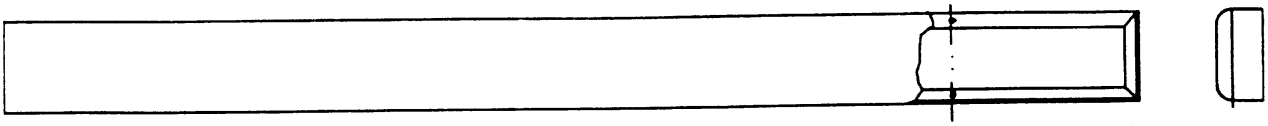
WB1.5: *1'- 6" x 1'- 0"*



WB6: *6'- 4" x 1'- 0"*



WB9: *9'- 0" x 1'- 0"*



Scale: 1/2" = 1'- 0"

WB12: *12'- 0" x 1'- 0"*

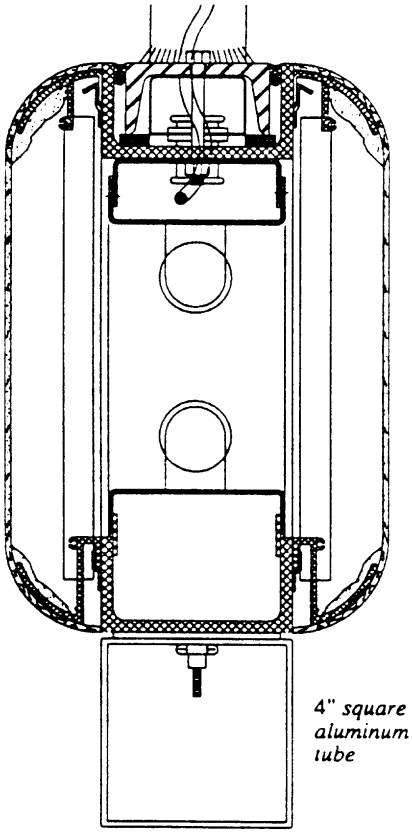
The MARTA Band Information Tube T

The MARTA Band Information Tube is a 4" square aluminum extrusion painted white and mounted on the bottom of the MARTA Band. This sign type is used to display secondary messages. These messages may be directional, guiding patrons to specific street exits, vertical transportation modes or local features. They may also be informational, carrying instructions about security, the specific Rail Line, etc.

The Tube has been given the designator "T" for tube. Four size variations are available: T6 for mounting on the B6 Band (6'-4" in length); T9 for mounting on the B9 Band (9'-0" in length); T12 for mounting on the B12 Band (12'-0" in length); and a 6'-0" Tube for use with the original 6'-0": Band. Note that when using this 6'-0" Tube on existing 6'-0" Bands in stations completed prior to 1989, the original Arrow AO is to be used.

The Tube is a non-illuminated sign, with graphics appearing on both sides if desired. The messages do not necessarily have to be identical. The graphic messages are to be black photosilkscreened graphics. See Contract Document AS133 for placement guidelines.

Placement 16.7 15 | Specifications 10LT | Contract Doc. AS133



Scale: 3" = 1'- 0"

For Original 6' Band

To Broad Street

T6: *6'- 4" x 4"*

Elevator at the end of Platform

T9: *9'- 0" x 4"*

Take Escalators to Platform

T12: *12'- 0" x 4"*

To Georgia State, Decatur, Avondale — Underground Atlanta

Scale: 1/2" = 1 - 0"

The Entraining Transit Station Entrance Identifier IE-1

The MARTA Entraining Transit Station Entrance Identifier, Sign Face Category IE-1, is a Band face displaying the Transit Station name. It is applied to an illuminated or non-illuminated Band sign which is installed at all pedestrian station entrances. It may be Pendant or Wall mounted.

Four variations of this sign type are available: IE-1.1 is the primary face for placement at pedestrian entries and carries the full name of the Station, including the words "Transit Station." IE-1.2 is the same face with the Handicapped Symbol included. This face should be used at all handicapped accessible pedestrian entries in multi-level stations. IE-1.3 is the face with the No Smoking symbol and message included. IE- 1.4 is the face with auxiliary information included. These variations are to be placed on the proper MARTA Band for the length of the message.

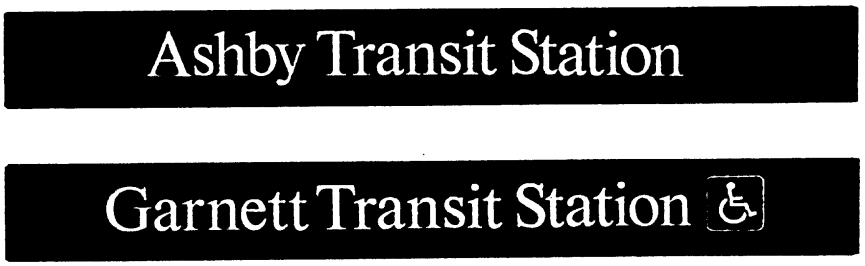
All the above mentioned face variations use the standard MARTA Band message capital height of 6" for the station names. Note that on stations with long names a variation using a 5" capital height is to be used.

Sign face graphics applied to illuminated Bands are to be subsurface photo-silkscreened or frisketed. Graphics applied to non-illuminated signs are to be surface photosilkscreened using MARTA art.

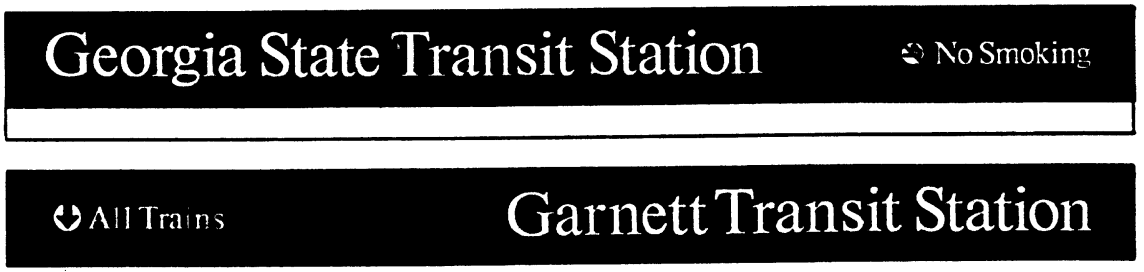
The sign face color is to be the relevant MARTA line primary color. The graphics are to be white, except for any symbols requiring special color, such as the International Blue Handicapped Symbol.

Placement 16.7.16 Specifications 10LD & 10LF Contract Doc. AS134

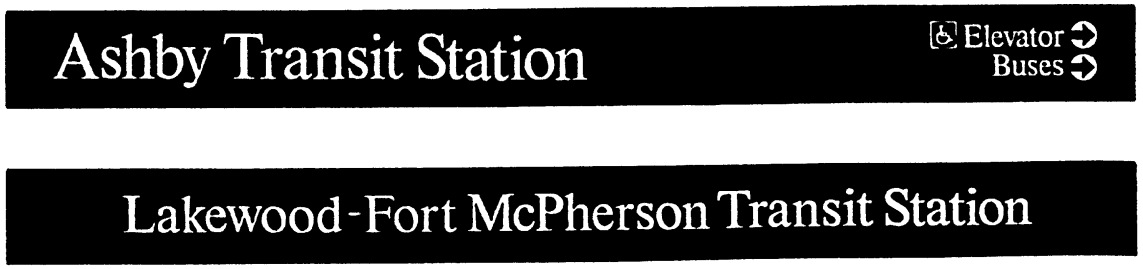
Band B9
9'- 0" x 1'- 0"
Sign Faces



Tube T12
12'- 0" x 4" sq.
Sign Faces



Band B12
12'- 0" x 1'- 0"
Sign Faces



Scale: 1/2" = 1'- 0"

The Entraining General Directional Sign Faces IE-2

The MARTA Entraining General Directionals, Sign Face Category IE-2, consist of sign faces with primary messages for Band signs which direct patrons to specific parts of the station. These messages may be illuminated or non-illuminated.

The sign faces are painted the relevant primary line color for the Transit Station with white messages which are subsurface photosilkscreened or frisketed for illuminated Bands and surface photosilkscreened for non-illuminated. Symbols used, such as the Handicapped Symbol, are specially colored.

When necessary, these signs faces can be augmented by the MARTA Tube.

Placement 16.7.17 Specifications 10LD & 10LF Contract Doc. AS135

BAND B6
6'- 4" x 1'- 0"
sign faces

TUBE T12
6'- 4" x 4" sq.
supplemental tube

Scale: 1/2" = 1'- 0""

The Entraining General Directional Sign Faces cont. IE-2

The MARTA Entraining General Directionals, Sign Face Category IE-2, consist of sign faces with primary messages for Band signs which direct patrons to specific parts of the station. These messages may be illuminated or non-illuminated.

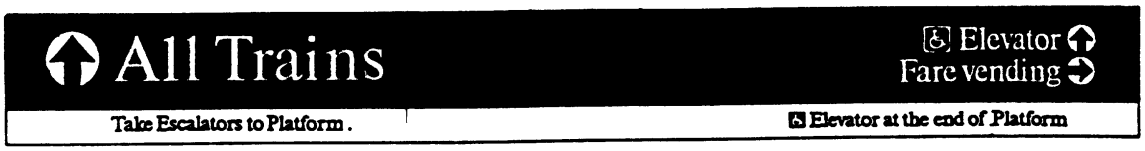
The sign faces are painted the relevant primary line color for the Transit Station with white messages which are subsurface photosilkscreened or frisketed for illuminated Bands and surface photosilkscreened for non-illuminated. Symbols used, such as the Handicapped Symbol, are specially colored.

When necessary, these signs faces can be augmented by the MARTA Tube.

Placement 16.7.16 Specifications 10LD & 10LF Contract Doc. AS135

BAND B9
9'- 0" x 1'- 0"
sign face

TUBE T12
12- 0" x 4" sq.
supplemental tube



BAND B12
12'- 0" x 1'- 0"
sign face

Scale: 1/2" = 1'- 0"

The Entraining Line Directional Sign Faces IE-3

The MARTA Entraining Line Directionals, Sign Face Category IE-3, consist of painted fiberglass Band sign faces with photosilkscreened or frisketed graphic messages. These signs are placed over or near vertical conveyances or path intersections to direct patrons to the relevant Rail Line platform. The same primary message consisting of a line name and a directional arrow should appear on both of the Band's sign faces to allow patrons to recheck their choice of platform side at any time.

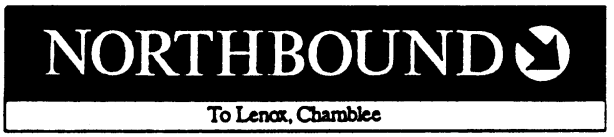
Messages may be illuminated or non-illuminated. The sign faces are painted the relevant primary line color for the Transit Station with white messages which are either subsurface photosilkscreened or frisketed for illuminated Bands, or surface photosilkscreened for non- illuminated Bands.

When necessary, these sign faces can be augmented by the MARTA Tube.

Placement 16.7.19 Specifications 10LD & 10LP Contract Doc. AS136

Band B6
6'- 4" x 1'- 0"
Sign Faces

TUBE T6
6'- 4" x 4"sq.
Supplemental Tube



Scale: 1 1/2" = 1'- 0"

The Entraining Line Directional Sign Faces cont. IE-3

The MARTA Entraining Line Directionals, Sign Face Category IE-3, consist of painted fiberglass Band sign faces with photosilkscreened or frisketed graphic messages. These signs are placed over or near vertical conveyances or path intersections to direct patrons to the relevant Rail Line platform. The same primary message consisting of a line name and a directional arrow should appear on both of the Band's sign faces to allow patrons to recheck their choice of platform side at any time.

Messages may be illuminated or non-illuminated. The sign faces are painted the relevant primary line color for the Transit Station with white messages which are either subsurface photosilkscreened or frisketed for illuminated Bands, or surface photosilkscreened for non- illuminated Bands.

When necessary, these sign faces can be augmented by the MARTA Tube.

Placement 16.7.18 Specifications 10LD & 10LP Contract Doc. AS136

Band B9
9'- 0" x 1'- 0"
Sign Face

Band B12
12'- 0" x 1'- 0"
Sign Faces

TUBE T12
12'- 0" x 4"sq.
Supplemental Tube

Scale: 1 1/2" = 1'- 0"

The Detraining Transit Station Identifier ID-1

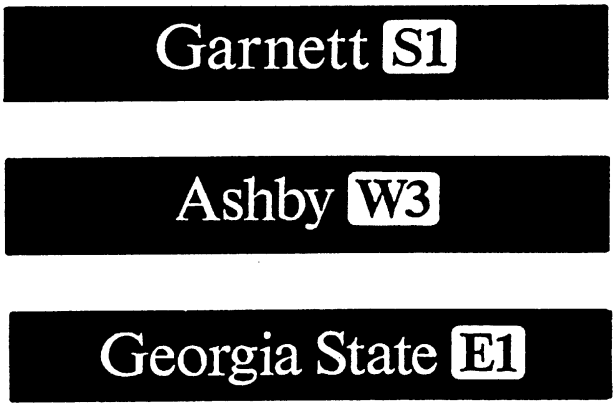
The MARTA Detraining Transit Station Identifier, Sign Face ID-1, is a band face displaying the Transit Station name (without the words "Transit Station") and the alphanumeric designator for the station. It is placed along the platform so arriving rail patrons can identify the station, It may be illuminated or non-illuminated.

Three variations are available: ID-1.1 is the primary face for placement at the platform and carries the name and the alphanumeric designator; ID-1.2 is the same face with the No Smoking symbol and message included; ID-1.3 is the face with auxiliary information included. These variations are to be placed on the proper MARTA band for the length of the message.

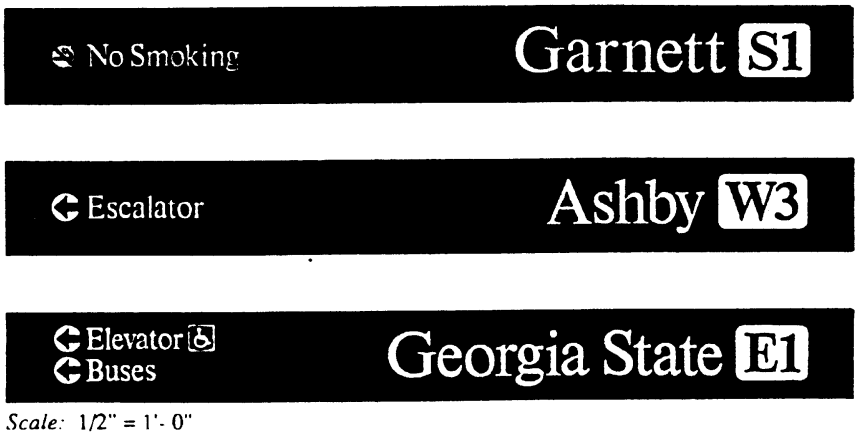
All of the preceding faces use the standard MARTA Band message capital height of 6" or the station names. Note that on stations with long names, a variation using a 5" capital height is to be used for the station names.

Placement 16.7.19 Specifications 10LD & 10LF Drawing Doc. AS137

Band B6
6'- 4" x 1'- 0"
Sign Faces



Band B9
9'- 0" x 1'- 0"
Sign Faces



Scale: 1/2" = 1'- 0"

The Detraining Transit Station Identifier cont. ID-1

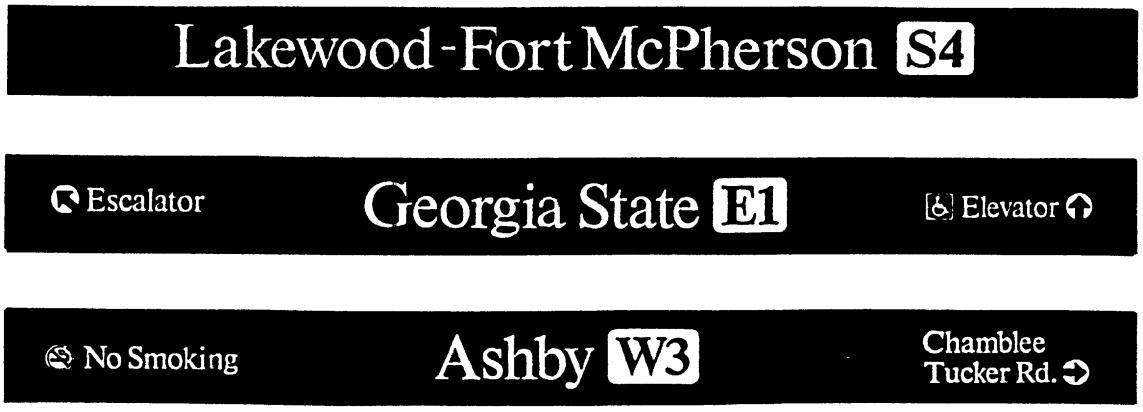
The MARTA Detraining Transit Station Identifier, Sign Face ID-1, is a band face displaying the Transit Station name (without the words "Transit Station") and the alphanumeric designator for the station. It is placed along the platform so arriving rail patrons can identify the station, It may be illuminated or non-illuminated.

Three variations are available: ID-1.1 is the primary face for placement at the platform and carries the name and the alphanumeric designator; ID-1.2 is the same face with the No Smoking symbol and message included; ID-1.3 is the face with auxiliary information included. These variations are to be placed on the proper MARTA band for the length of the message.

All of the preceding faces use the standard MARTA Band message capital height of 6" for the station names. Note that on stations with long names, a variation using a 5" capital height is to be used for the station names.

Placement 16.7 19 Specifications 10LD & 10LF Drawing Doc. AS137

Band B12
12'- 0" x 1'- 0"
Sign Faces



Scale 1/2" = 1'- 0"

The Detraining General Directional Sign Faces ID-2

The MARTA Detraining General Directional sign faces, category type ID-2, are band sign faces which display a detraining message indicating street exits by name, parking lots, bus connections and elevator access. Any of the three band lengths may be used.

These signs are placed starting at the train platform to lead detraining patrons out of the station or to other areas of the station, such as the bus loading area.

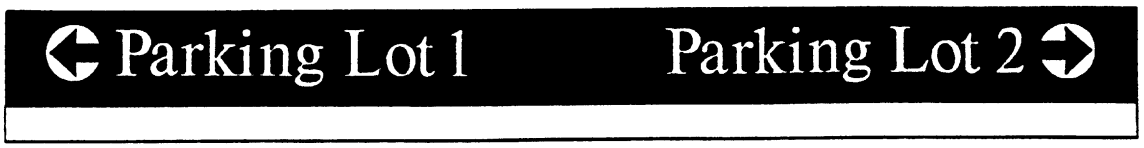
Messages can be illuminated or non-illuminated.

Placement 16.7.20 Specifications 10LD & 10LF Drawing Doc. AS138

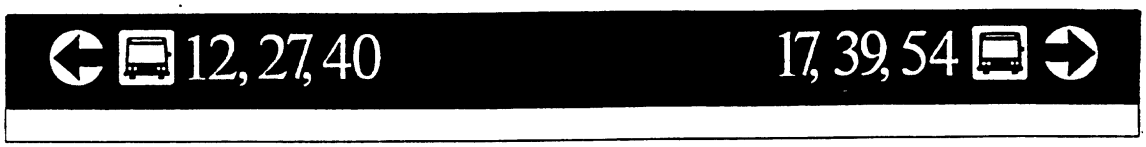
Band B6
6'- 4" x 1'- 0"
Sign Faces

Tube T6
6'- 4" x 4" sq.

Band B12
12'- 0" x 1'- 0"
Sign Faces



Tube T12
12'- 0" x 4" sq.



Scale: 1/2" = 1'- 0"

The MARTA Detraining EXIT Directional Sign Faces ID-3

The MARTA Detraining Transit Station EXIT Directionals, Sign Face Category ID-3, are band sign faces displaying an EXIT message and a variety of detraining messages indicating nearest exits, street exits by name, parking lots, and bus connections. Any of the three band lengths may be used.

In all cases, the EXIT message must be a totally self-contained UL approved sign fixture inset into the band sign face to appear flush with the sign face surface. Further, the EXIT unit must be phased into the MARTA separate emergency warning system.

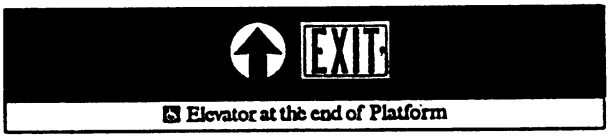
Graphics consist of the pre-fabricated EXIT message in red letters on its white field (with arrows which flash red when the warning system is activated), any directional messages, and the Arrow A1.

Messages other than the EXIT unit can be illuminated or non- illuminated.

Placement 16.7.21 Specifications 10LG Drawing Doc. AS139

Band B6
6'- 4" x 1'- 0"
Sign Face

Tube T6
6'- 4" x 4" sq.



Band B9
9'- 0" x 1'- 0"
Sign Face

Tube T9
9'- 0" x 4" sq.

Band B12
12'- 0" x 1'- 0"
Sign Face

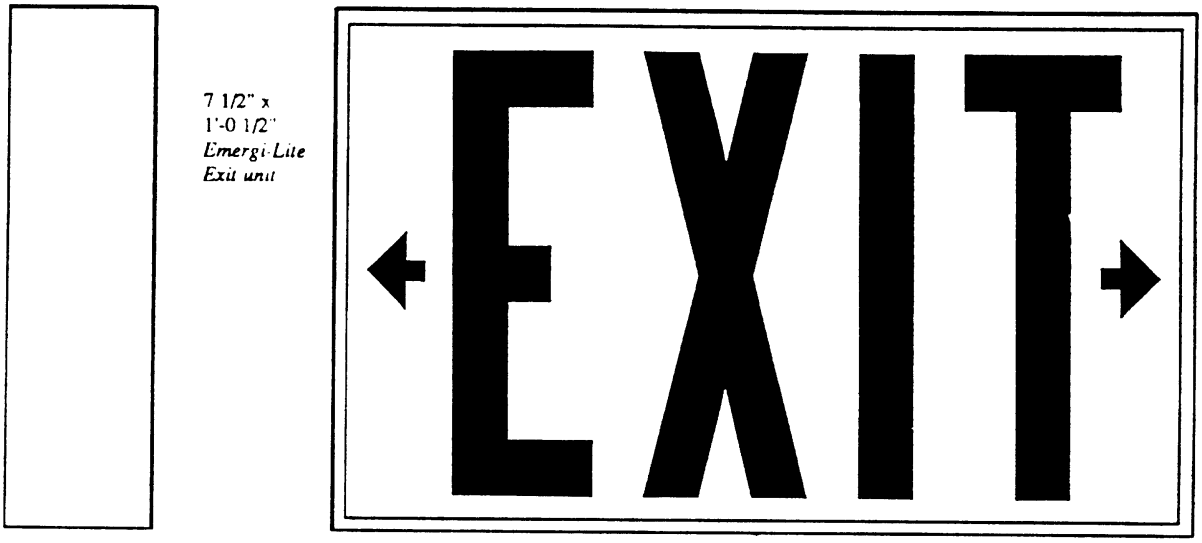
Tube T12
12'- 0" x 4" sq.

Scale: 1/2" = 1'- 0"

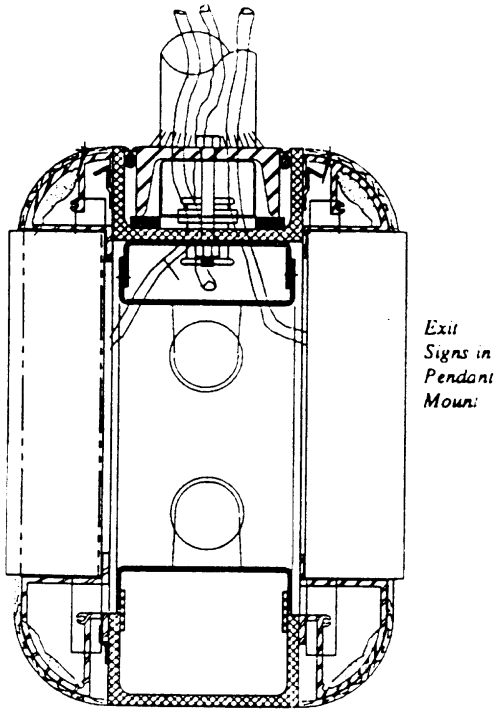
The Detraining EXIT Band Details and Lighting ID-3

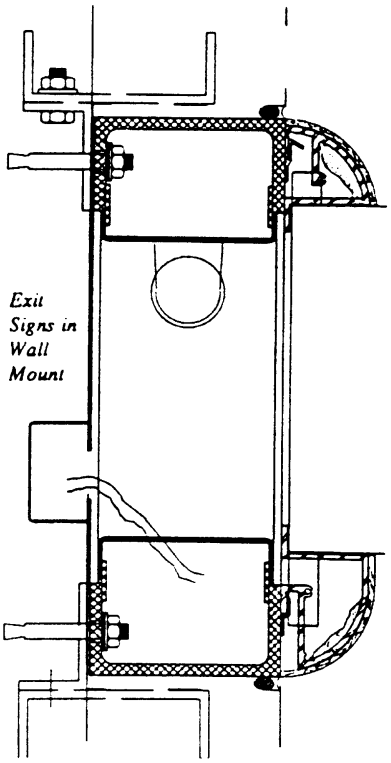
The MARTA Detraining Transit Station EXIT Directionals, Category ID- 1, use an off-the-shelf, UL approved emergency EXIT sign which is placed within the band through a formed opening in the fiberglass of the band sign face. A special aluminum extrusion is used for these sign faces. This extrusion supports the EXIT sign box unit. Any gaps created upon insertion of the sign face are calked with sealant.

Placement 16.7.21 Specifications 10LG Drawing Doc. AS140



Scale: 3/8" = 1"





Scale: 3" = 1'- 0"

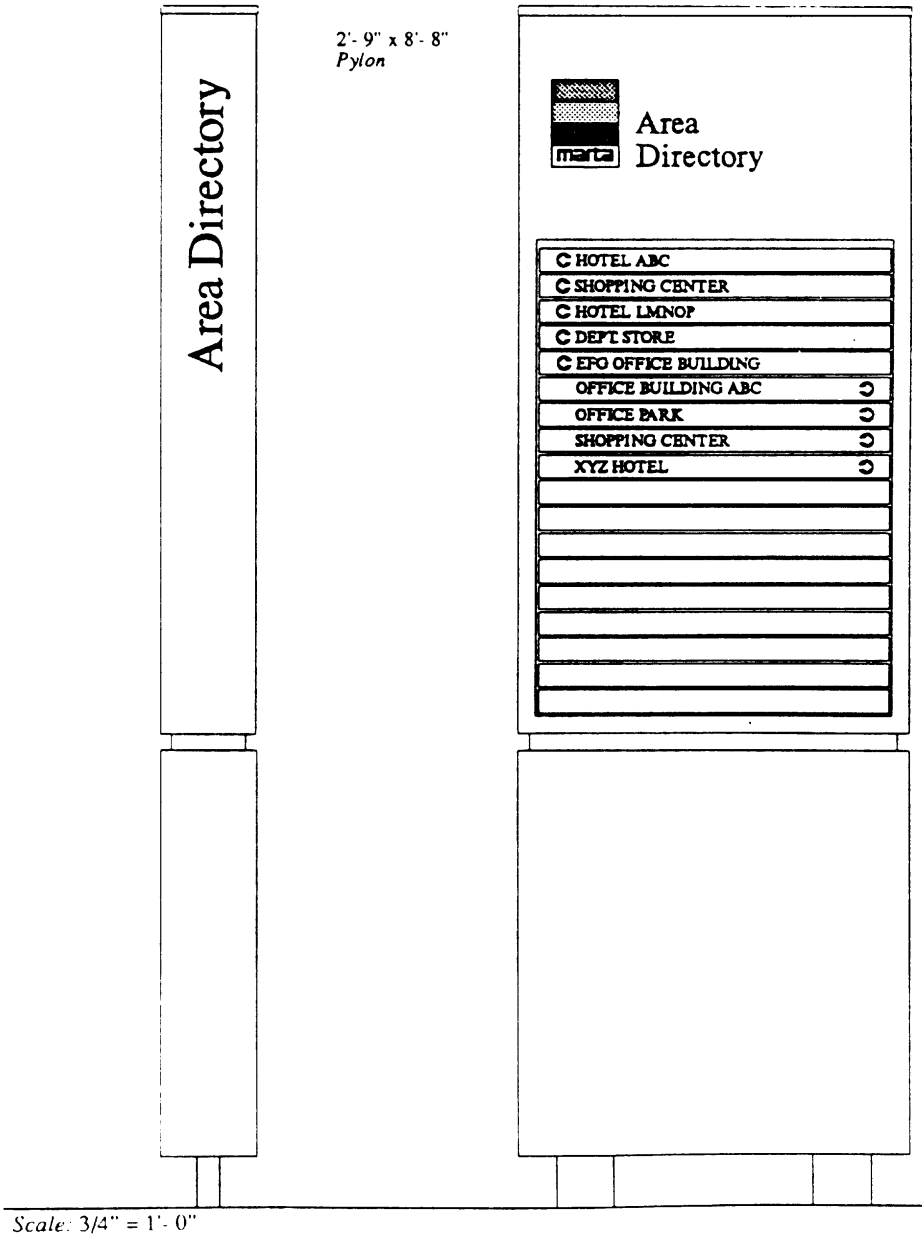
The MARTA Area Directory I-1

The MARTA Area Directory, Sign Type I-1, is a freestanding, double-faced pylon made of painted sheet aluminum with photosilkscreened graphics. Painted aluminum strips with photosilkscreened graphics are attached tot his pylon to indicate nearest exit directions for area amenities and major destinations.

The Area Directory is to be placed at the platform level and at major vertical circulation decision points.

Pylon graphics consist of the MARTA Logotype L1 and the Area Directory Message the 400 level series photosilkscreened on a prepared cut aluminum surface. Strip graphics consist of various messages in MARTA Times accompanied by the Arrow A1.

Placement 16.7.28, 16.7.29 Specifications 10LC Drawing Doc. AS141



Scale: 3/4" = 1'- 0"

The Map & Information Case Header I-2

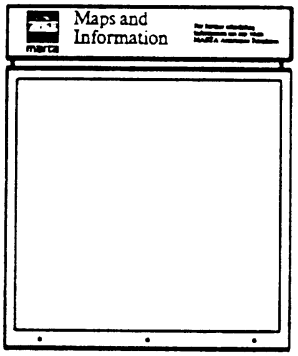
The MARTA Map & Information Case Header, Sign Type I-2, is a painted aluminum sign with photosilkscreened graphics applied to the top of MARTA's existing Map & Information cases. It should be field measured to one of the modular lengths available on these units. The graphics consist of the Names, the MARTA Logotype LI and the Assistance message. Two type I-2 variations are available: Sign Type I-2.1, the header which attaches to freestanding map case units:

I-2.1.1 Single Unit
I-2.1.2 Double Unit
I-2.1.3 Triple Unit
I-2.1.4 4 Section Unit

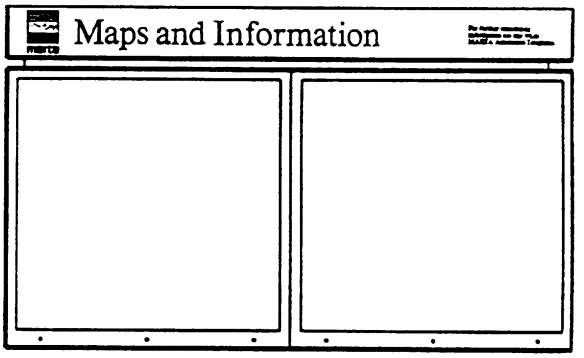
and Sign Type I-2.2 which mounts to wall mounted units:

I-2.2.1 Single Unit
I-2.2.2 Double Unit
I-2.2.3 Triple Unit
I-2.2.4 4 Section Unit.

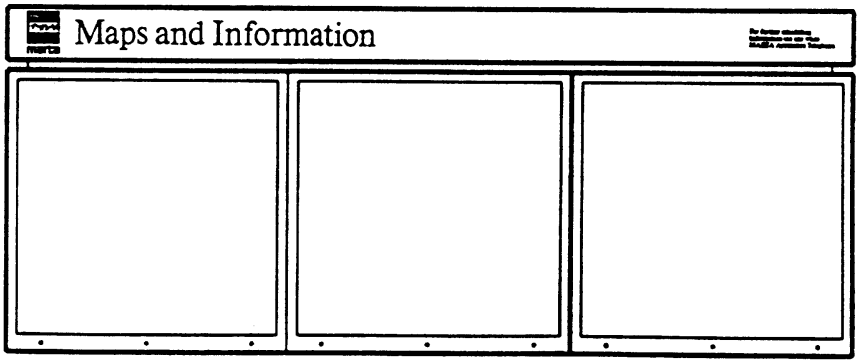
Placement 16.7.23 Specifications 10LT Drawing Doc. AS142



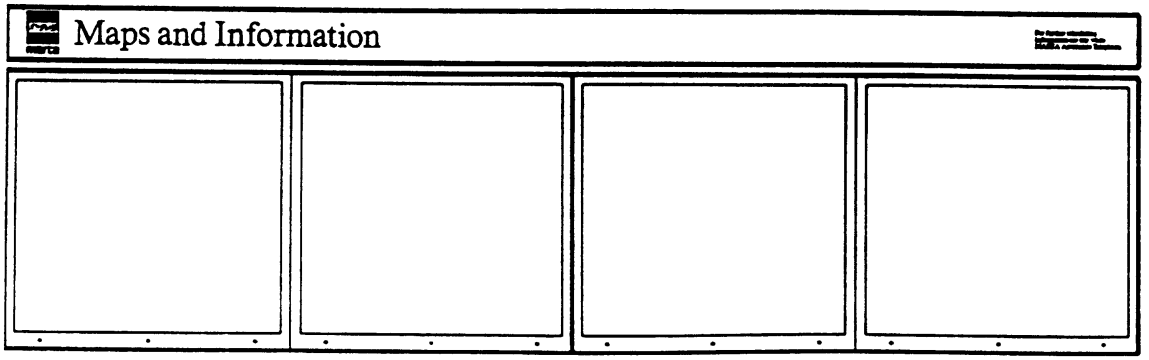
Type I-2.1.1 and I-2.2.1



Type I-2.1.2 and I-2.2.2



Type I-2.1.3 and I-2.2.3



Scale: 3/8" = 1'- 0"

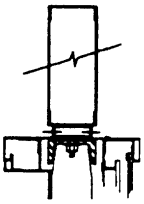
Type I-2.1.4 and I-2.2.4

The Map & Information Case Header Graphic Face Variations I-2

This manual page shows the various Map & Information Case Headers with graphics.

The graphic messages are surface photosilkscreened and consist of the MARTA bands, the MARTA Logotype L1, the Map & Information message and the Assistance message.

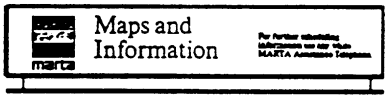
Placement 16.7.23, 16.9 Specifications 10LT Drawing Doc. AS143



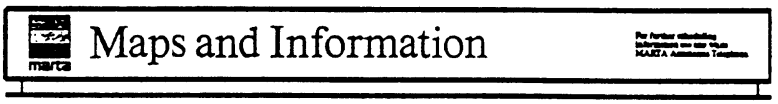
Section at Map Case, N.T.S.

Section at Wall Mount, N.T.S.

9" *Ht. by varying length headers*

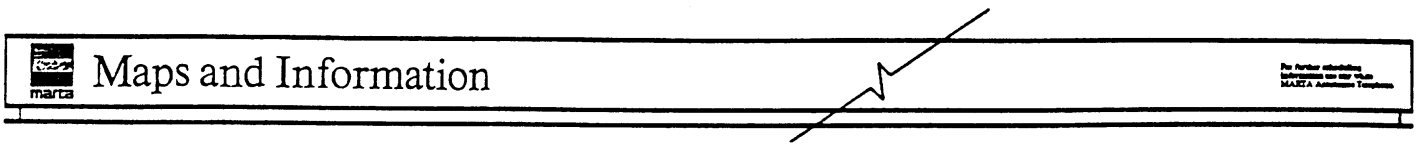


I-2.1.1*and* I-2.2.1



I-2.1.2*and* I-2.2.2

I-2.1.3*and* I-2.2.3



Scale: 1/2" = 1'-0"

I-2.1.4*and* I-2.2.4

Prohibitive Warning Signs for Gates I-3

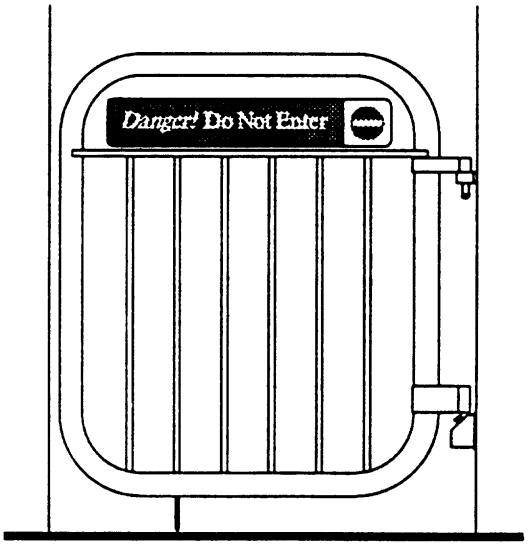
The MARTA Gate Signs, Sign Type I-3, are subsurface photosilkscreened acrylic plaques which identify the handicapped access gate at station entrances and the prohibitive gate at platforms.

These plaques are mounted directly on the stainless steel housings with silicone adhesive and tape.

Placement 16.7.23 Specifications 10LI Drawing Doc. AS144

Type I-3.1

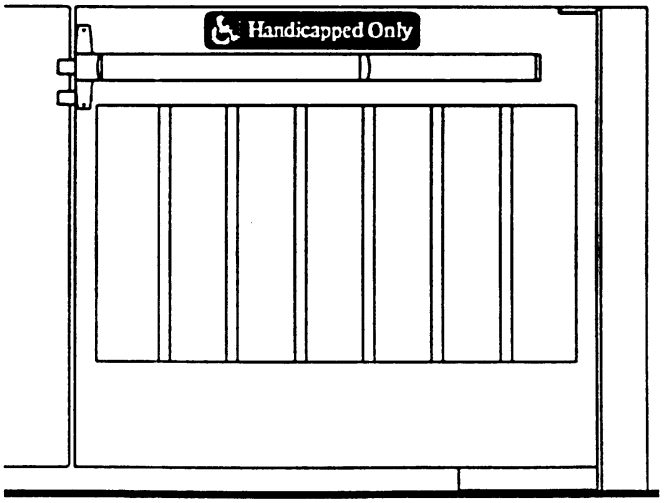
4" x 2'- 0"
acrylic plaque



Scale: 3/4" - 1'- 0"

Type I-3.2

4" x 1'- 6"
acrylic plaque



Scale: 3/4" - 1'- 0"

Acrylic Telephone Identifiers I-4

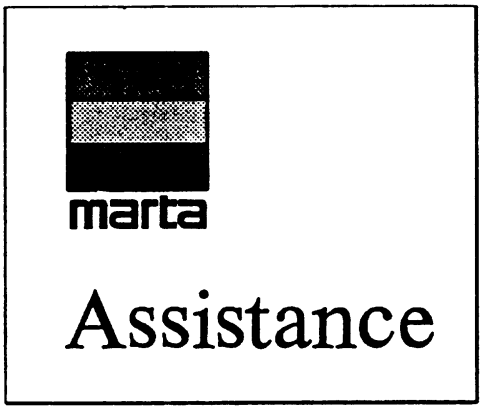
The MARTA Telehpone Identifiers, Sign Type I-4, are subsurface photosilkscreened acrylic plaques which identify the various non- emergency modes of accessing assistance and the public telephones in each Transit Station.

The plaques are formed from 1/8" acrylic, subsurface photosilkscreened with messages, symbols, and field colors, then backed with 0.010 rigid vinyl. These plaques are placed within the stainless steel housing openings in the telephone stations.

Placement 16.7.23 Specifications 10LI Drawing Doc. AS145

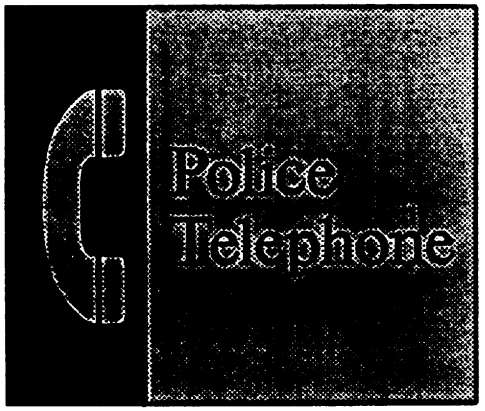
Type I- 4.1

8 1/2" x 10" *acrylic plaque*



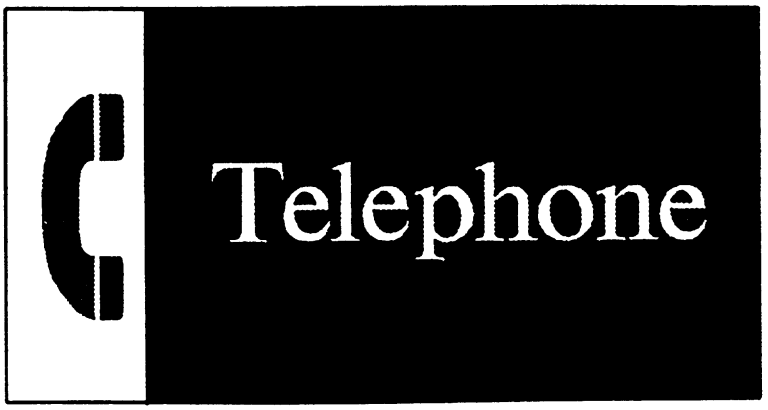
Type I- 4.2

8 1/2" x 10" *acrylic plaque*



Type I- 4.3

8 1/2" x 1'- 4" *acrylic plaque*



Scale: 3" = 1'- 0"

Emergency System Identifiers I-5

The MARTA Emergency Identifiers, Sign Type I-5, are subsurface photosilkscreened acrylic plaques which identify the various emergency help modes available in each station: fire telephones, fire hoses, fire extinguishers, and emergency access routes.

The plaques are formed from 1/8" acrylic, subsurface photosilkscreened with messages, symbols and field colors, then backed with 0.010 white rigid vinyl.

These plaques are placed within the stainless steel housing openings in the telephone and equipment cabinets or attached to doors and walls with silicone adhesive and tape. Rough surface mounting requires siliconing and taping the plaques to a 1/8" thick piece of aluminum which has been attached to the wall with countersunk screws.

Placement 16.7.23 Specifications 10LI Drawing Doc. AS146

Type I- 5.1

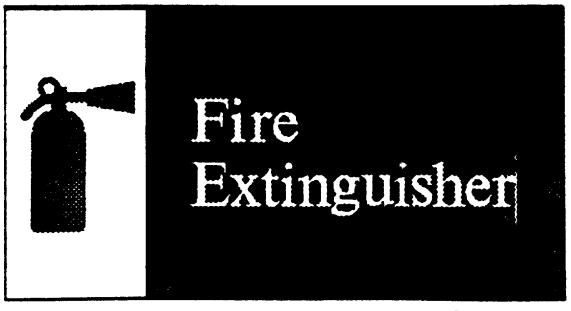
8 1/2" x 10" *acrylic plaque*

Type I- 5.2

8 1/2" x 2'- 7 3/4" *acrylic plaque*

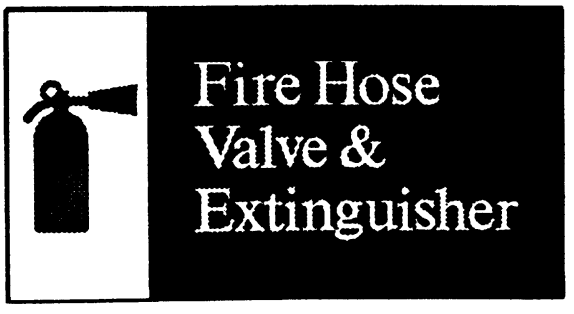
Type I- 5.3

8 1/2" x 2'- 1 3/4" *acrylic plaque*



Type I- 5.4

8 1/2" x 2'- 1 3/4" *acrylic plaque*



Scale: 3/8" = 1"

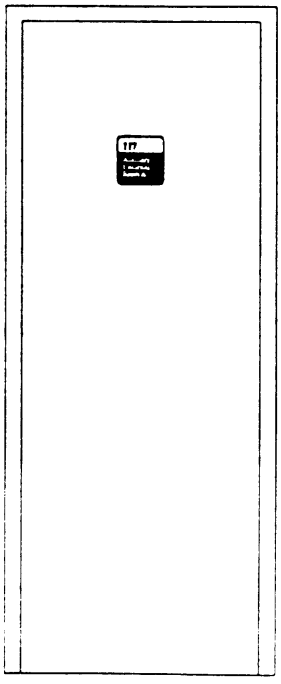
Door Identifiers I-6

The MARTA Door Identifiers, Sign Type I-6, are subsurface photosilkscreened acrylic plaques which identify by number and words the various special function rooms or exit ways within Transit Stations.

The plaques are formed from 1/8" acrylic, subsurface photosilkscreened with messages, symbols, and field colors, then backed with 0.010 rigid white vinyl.

The plaques are then mounted to doors at the positions shown with silicone adhesive and tape.

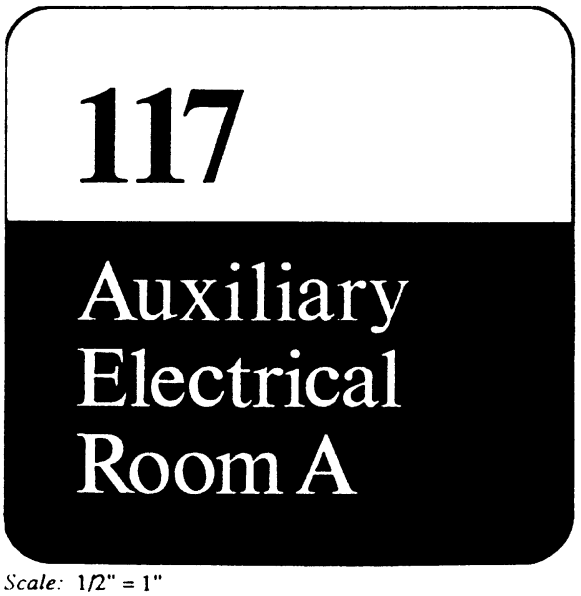
Placement 16.7.23 Specifications 10LI Drawing Doc. AS147



Placement on door

Scale: 1/2" = 1' - 0"

Type I- 6.2



6" x 6"
acrylic plaque

Scale: 1/2" = 1"

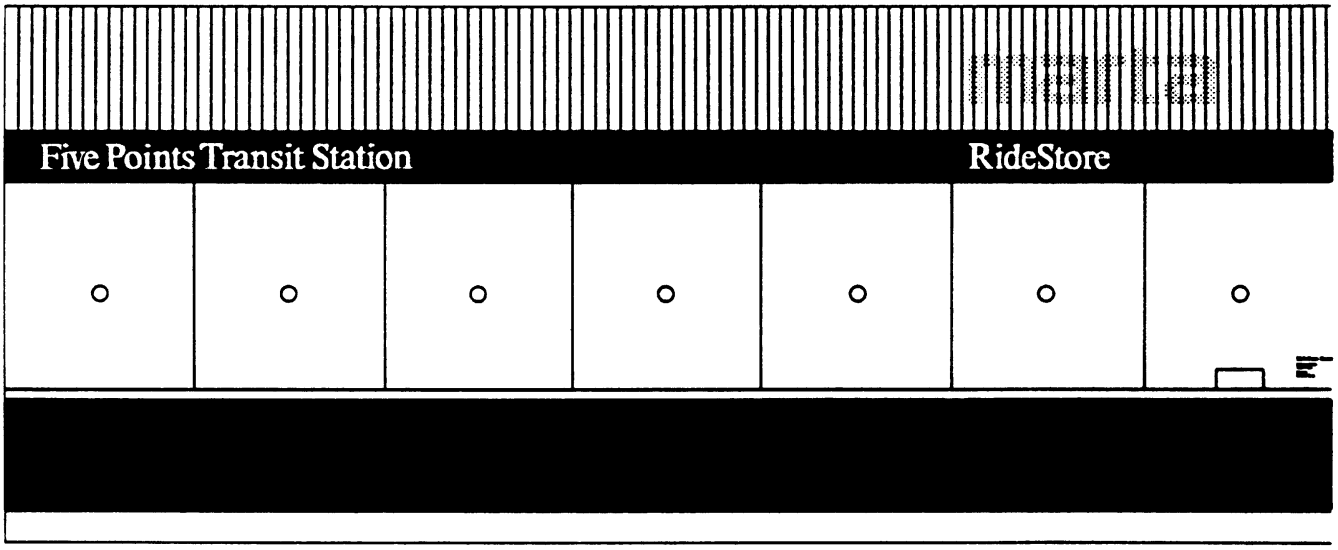
The MARTA RideStore Identification 1-7

The MARTA RideStore Identification, Sign Type I-7, consists of the application of the MARTA Logotype L1, the Transit Station name, and the RideStore message to the RideStore facade.

No one treatment of these messages is specified, as it is left to the station architect to integrate materials, finishes and colors with the RideStore architecture and the overall scheme of the station interior. All materials and treatments available for the Building Identifier, Sign Type S-8, apply. An additional option of surface photosilkscreening of any of the three messages is also available.

The RideStore Hours Message is to be photosilkscreened on the rear surface of the booth glass or the front entry glass. Use white, grey or black as appropriate.

Placement 16.7.23 Specifications 10LX & 10LS Drawing Doc. AS148



Scale: 3/16" = 1'-0"

Scale: 3" = 1'-0"

Fare Exchange Signs I-8

The MARTA Fare Exchange Signs, Sign Type I-8, are a series of signs placed on the Token machine and the coin slot at the entry gate to explain the fares and the exchange mediums.

Type I-8.1, I-8.2, I-8.4 and I-8.5 are vinyl die cut signs with surface photosilkscreened graphics.

Type I-8.3 is a 1/8" thick acrylic plaque with surbsurface photosilkscreened graphics. It is applied to the Token machine with silicone adhesive and pressure sensitive tape.

Placement 16.7.16 Specifications 10LI & 10LK Drawing Doc. AS149

Type I-8.1

Insert $1 bill.
Receive 1 Token
& 10¢ change.

This machine handles only one transaction at a time. Do not insert bill in this side when $5.00 slot is in use.

3 1/4" *square*
vinyl die cut signs

Type I-8.2

Insert $ 5 bill
and receive
6 Tokens.

This machine handles only one transaction at a time. Do not insert bill in this side when $1.00 slot is in use.

Scale: Halfsize

Type I-8.3

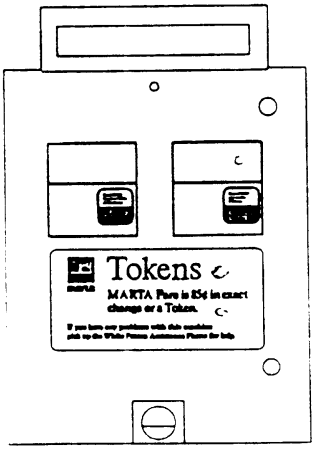
marta

Tokens

MARTA Fare is 85¢ in exact change or a Token.

If you have any problems with this machine pick up the White Patron Assistance Phone for help.

Scale: 3"=1'-0" 8 3/4" x 1'-6"
acrylic plaque



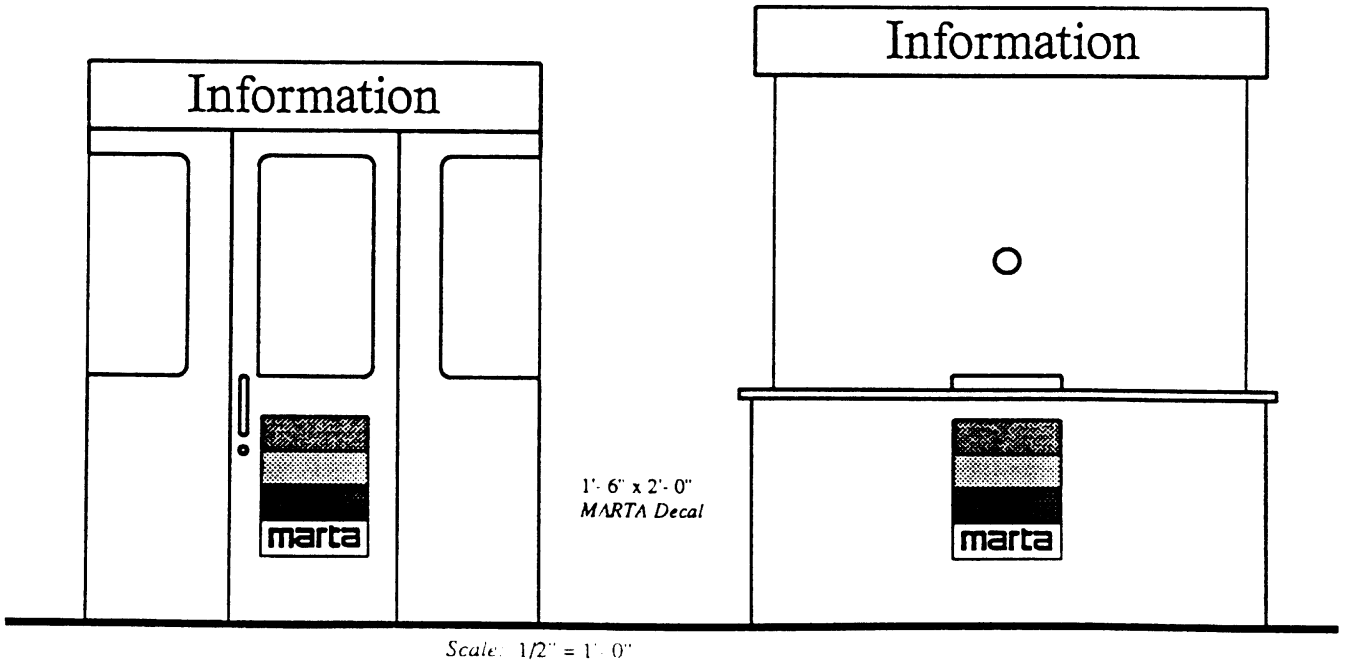
Scale: N.T.S.

The Information Booth Identification I-9

The MARTA Information Booth Identification, Sign Type I-9, consists of a vinyl die-cut message saying "Information" applied to the header of Information and Station Attendant booths, and the MARTA bands and Logotype L1 photosilkscreened in five colors on white vinyl in the Contained Signing Logo Configuration.

Note that existing booths should be painted grey in the field per the specifications for painting Sheet Aluminum, section 10LC.

Placement 16.7.23 Specifications 10LV Drawing Doc. AS150



Scale: 1/2" = 1'- 0"

Fare Exchange Signs cont. I-8

The MARTA Fare Exchange Signs, Sign Type I-8, are a series of signs placed on the Token machine and the coin slot at the entry gate to explain the fares and the exchange mediums.

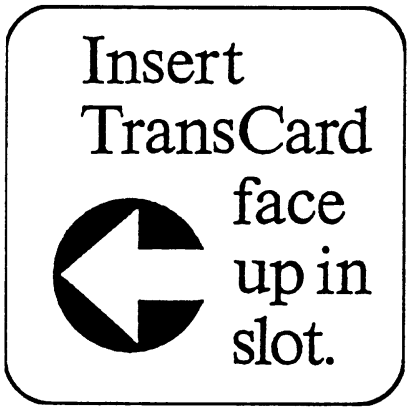
Type I-8.1, I-8.2, I-8.4 and I-8.5 are vinyl die cut signs with surface photosilkscreened graphics.

Type I-8.4 is placed on the Fare Gate Machine. Type I-8.5 is placed on the Coin Slot on the Fare Gate Machine.

Placement 16.7.16 Specifications 10LI & 10LK Drawing Doc. AS149

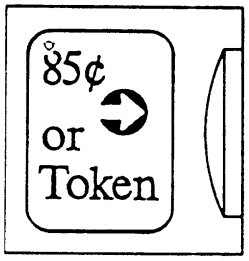
Type I-8.4

2 1/8" x 2 1/8" *vinyl die cut*

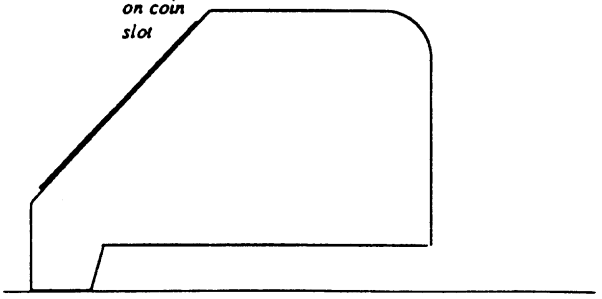


Type I-8.5

1 3/32" x 3/4" *vinyl die cut*



Location of I-8.5 *on coin slot*



Scale: Full Size

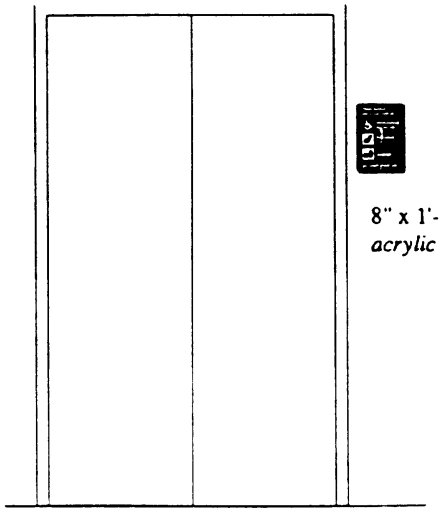
Elevator Usage Indicator I-10

The MARTA Elevator Usage Indicator, Sign Type I-10, is a subsurface photosilkscreened acrylic plaque which identifies the restricted usage of the Transit Station elevators.

The plaque is formed from 1/8" acrylic, subsurface photosilkscreened with messages, symbols and field colors, then backed with 0.010 rigid white vinyl.

The plaque is then either mounted directly to the finish surface with silicone adhesive and pressure sensitive tape, or, in the case of rough wall surfaces, mounted with silicone and tape to a 1/8" piece of aluminum which has been attached to the wall surface with countersunk screws.

Placement 16.7.23 Specifications 10LI Drawing Doc. AS151



Scale: 3/8" = 1'- 0"

8" x 1'- 0"
acrylic plaque

Scale: 1/2" = 1"

Miscellaneous Decals I-11

Miscellaneous Decals, Sign Type I-11, are avaiable for placement on windows, train interiors, etc. These decals are photosilkscreened on clear decal material, and can be produced to be either front or rear surface applied, depending upon the intended use.

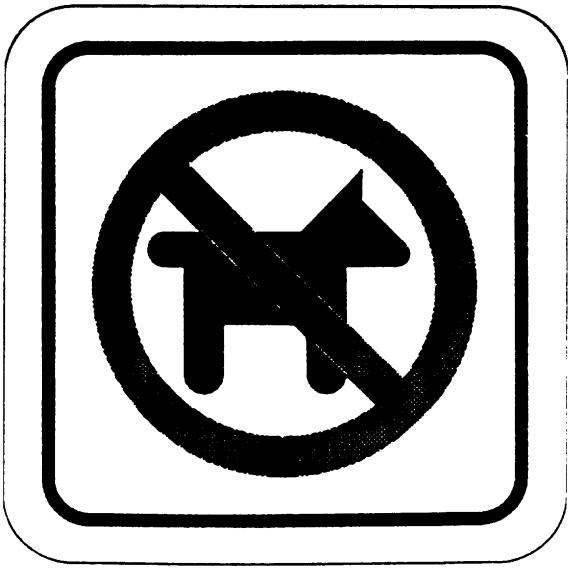
Front applied decals include those attached to solid, non-transparent surfaces such as escalators and train walls. Rear applied decals are those applied to glass, with the decal applied to the back surface of the glass and read through the front surface.

Placement 16.7.23 Specifications 10LK Drawing Doc. AS152

Type I-11.1

4" x 4"
decals

Type I-11.2



Scale: 3/4" = 1'

Airport Train Signs I-12

The MARTA Airport Train Platform Information Band, Sign Type I-12.1, is a Band B6 sign face displaying the airport train message. The band sign is augmented by a T6 Tube with the airport train scheduling message. These signs are placed on the southbound train platform to inform patrons of the train intervals.

The MARTA Airport Train Baggage Area Indicator, Sign Type I-12.2, is a subsurface photosilkscreened decal applied to the interiors of transit cars to indicate the designated areas for baggage.

Placement 16.7.23 Specifications 10LD, 102F, & 10LK Drawing Doc. AS153

Type I- 12.1

1'- 0" x 6'- 4"
Band B6
Sign Face

4" x 6'- 4"
Tube T6

Scale: 1" = 1'- 0 "

Type I- 12.2

4" x 4"
Decal

Scale: Full Size

Miscellaneous Interior Plaques w/Projecting Mount I-13

The MARTA Miscellaneous Interior Plaques, Sign Type I-13, are subsurface photosilkscreened acrylic plaques which identify by words and symbols special use areas within Transit Stations. These signs are not generally used in every Transit Station.

The plaques are formed from 1/8" acrylic, subsurface photosilkscreened with messages, symbols, and field colors, then backed with 0.010 white rigid vinyl.

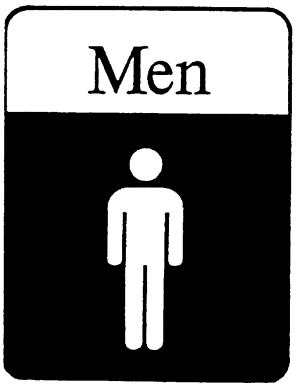
If to be door mounted, the plaques are mounted to a 1/8" piece of aluminum with silicone adhesive and tape rather than to the .010 vinyl. The aluminum is first mounted to the wall surface with countersunk screws.

In some cases these plaques must be projection mounted, in which case the graphics are to appear on both sides of the plaque. The plaque is then projection mounted to a wall using the projection mount shown.

Placement 16.7.23 Specifications 10LK Drawing Doc. AS154

Elevator
An elevator is available behind you on this level for use by the elderly, the handicapped, those carrying hand luggage, those with baby strollers and for persons who may experience discomfort on long escalators.

Scale: 3/16 = 1"



Scale: 3" = 1'- 0"

Placing the MARTA Sign System Signs

Placement of the signs in the MARTA Sign System generally is as per the division of responsibilities set forth on manual page 16.1.4.

THE OFF-SITE SYSTEM
By MARTA staff in conjunction with the Georgia Department of Transportation (D.O.T.) and other local governments.

THE SITE SYSTEM
THE INTERIOR SYSTEM
By the Station Architect under the review of The MARTA Staff.

Whenever possible use these standards in order to ensure uniformity in all MARTA locations. Uniformity aids in user recognition response time.

This Sign Placement section provides a summary of the varying sign types and the intent for their use, along with reference diagrams for typical placement. These reference diagrams indicate desired distances and quantities of signs, but are by no means definitive. Architectural and site conditions must be considered for each actual sign placed. In some cases, rights-of-way and varying jurisdictional ordinances may necessitate modifying distance and desired location.

Signs should be kept to the minimum necessary to accomplish the goals set forth in this manual for each of the sign systems. Rely on architectural elements for guidance when possible. Directional and informational signs should be placed in a successive, cumulative manner along circulation paths, with signs occurring only at key decision points at intervals frequent enough to effectively route patrons and identify emergency and facility fixtures.

Refer to manual page 16.1.6 for a discussion of how environmental graphic designers typically program (plan) sign placement.

The Off-Site System Trailblazers and Rail Line Indicator OS

Placement of the signs in the MARTA Off-Site system is generally the responsibility of MARTA staff in conjunction with the Georgia Department of Transportation (D.O.T.) and local governments.

Conceptually, sign placement begins at the largest point of access to the MARTA system - critical exits on Atlanta's interstate system. TheTransit Station and Park/ Ride Lot Expressway Trailblazers should be positioned on the numbered exit sign closest to the exit which is nearest to the relevant MARTA facility.

The next group of signs in the Off-Site system hierarchy, the D.O.T. and local government. Trailblazers, are started where the expressway ramp meets the traffic artery. They are then placed at critical junction points, directing patrons along the most direct route to the MARTA facility.

The MARTA Rail Line Overpass Indicator, Sign Type OS-1, is placed on system overpasses above the center of approaching traffic. This sign serves a marketing function, reminding the public of the system's availability and extent of completion.

Manual 16.4.2 through 16.4.8 Drawing Doc. AS082 through AS085

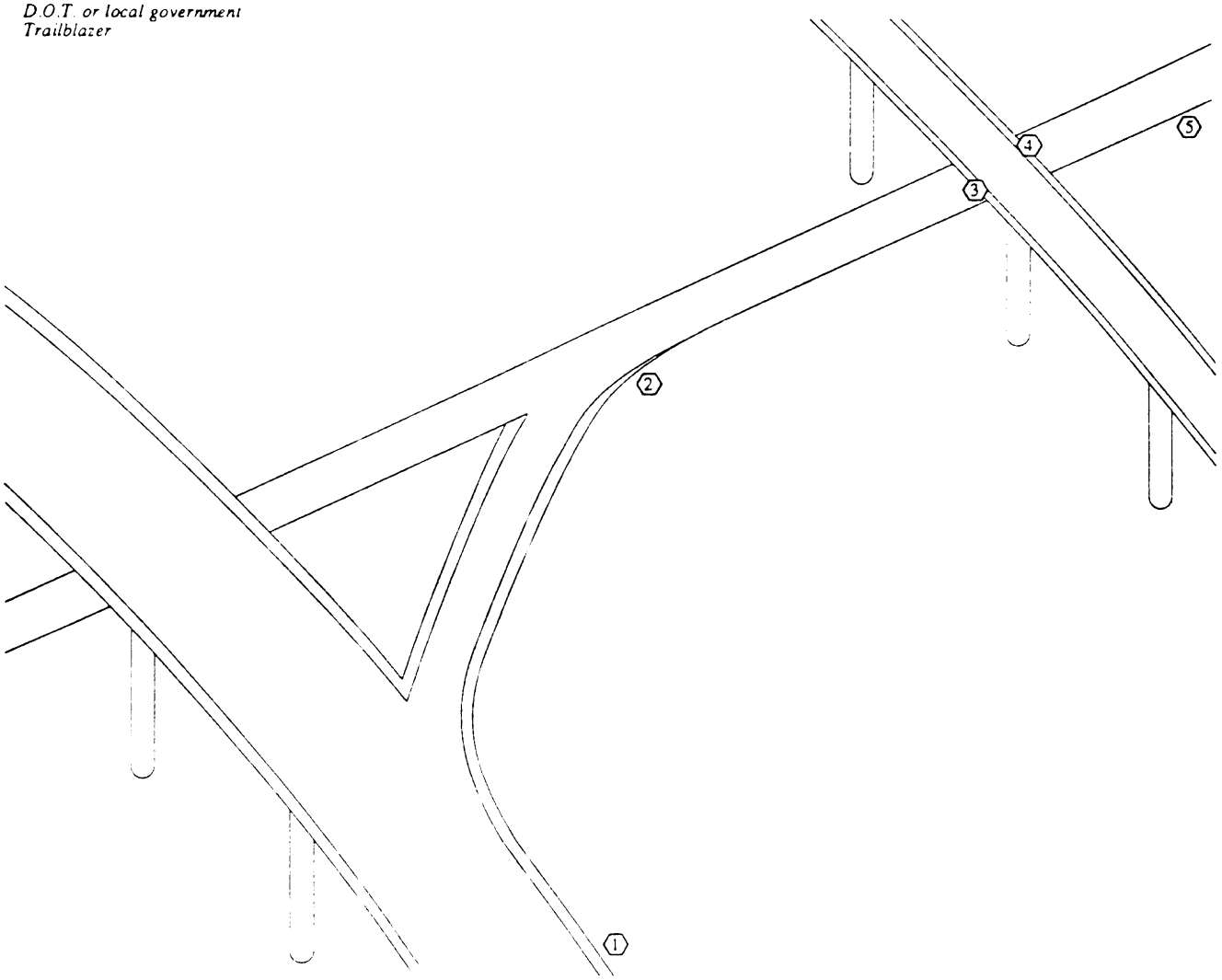
1 *Expressway Trailblazer*

2 *D.O.T. or local government Trailblazer*

3 *Rail Line Overpass Indicator*

4 *Rail Line Overpass Indicator*

5 *D.O.T. or local government Trailblazer*



The Off-Site System Park/Ride Lot Signs — OS

Placement of the MARTA Park/Ride Lot signs is generally the responsibility of MARTA staff in conjunction with the Georgia Department of Transportation (D.O.T.). and other local governments.

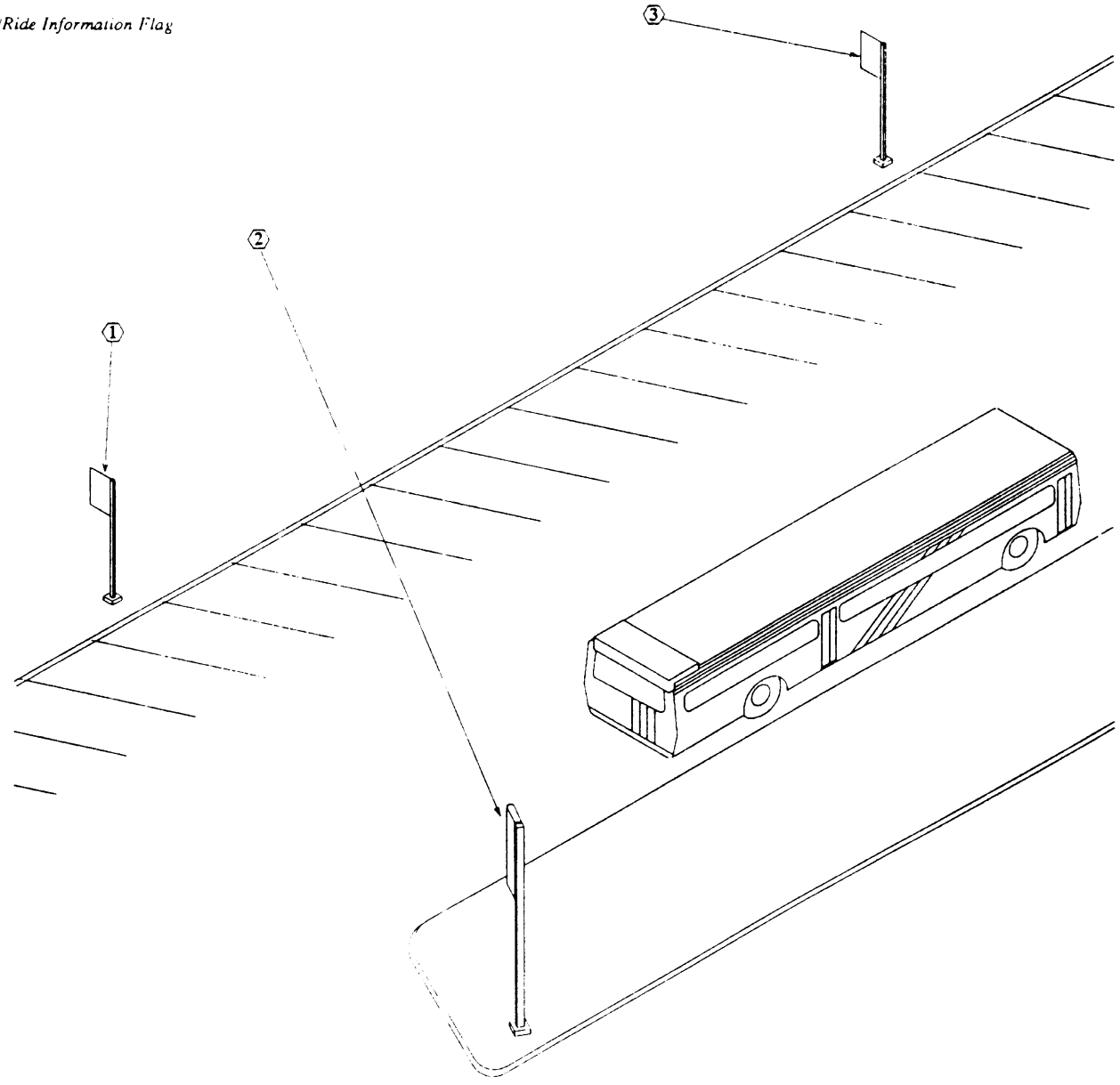
A Park/Ride Flag, Sign Type OS-8, is placed at the primary entrance to the lot, behind any right-of-ways, and perpendicular to the road direction. The post portion of the flag should be nearest the road, if possible. The Park/Ride Flag may be placed at additional entrances, if desired.

The Park/Ride Information Flag, Sign Type OS-9, is placed inside the lot at intervals to insure its effectiveness. If placing multiple OS-9 signs, orient all in the same direction and maintain a standard distance between the signs and from elements in common.

Note that any of the system regulatory signs, shown in Section 16.5 - the Site System - may be placed within the lot.

Manual 16.4.9 and 16.4.10 Contract Doc. AS086 & AS087

1 *Park/Ride Information Flag*
2 *Park/Ride Flag*
3 *Park/Ride Information Flag*



The Off-Site System Bus System Signs OS

Placement of the MARTA bus system signs is generally the responsibility of MARTA staff in conjunction with local governments.

Use of the highest grade Bus Stop sign, the Freestanding Bus Stop Flag Indicator - Sign Type OS-10, is recommended for stops fronting MARTA Transit Stations and for highly visible stops such as those along Peachtree Street and Peachtree Road. Orient the post nearest the road with the sign face perpendicular to the road. Maintain a standard distance from the curb edge for all placements.

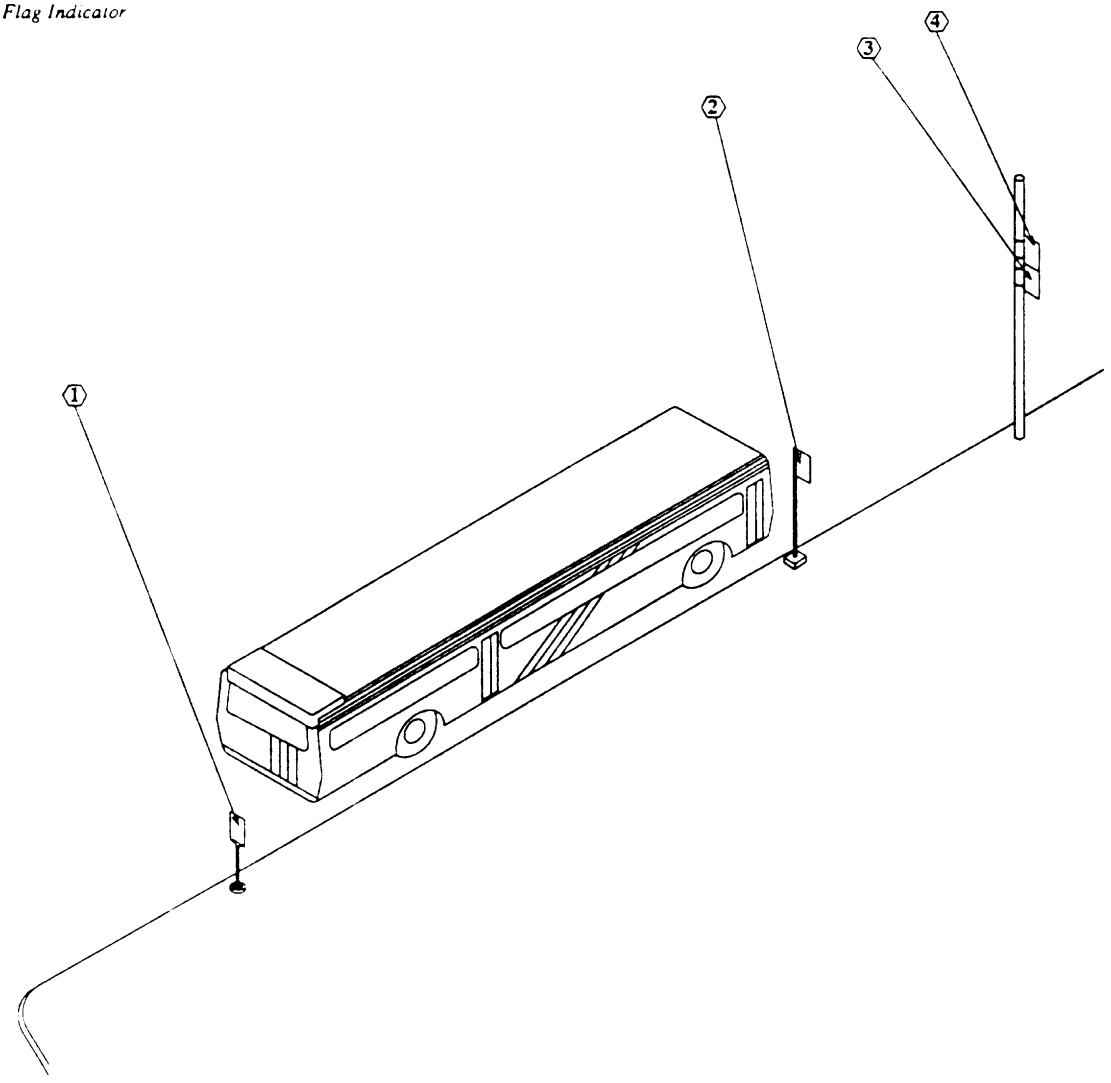
The next preferred bus stop sign is the Economy Bus Stop Indicator, Sign Type OS-11. Orient the post nearest the road with the sign face perpendicular to the road. Maintain a standard distance from the curb edge for all placements.

The post mounted signs are placed on the cast iron bases with the sign face perpendicular to the road. Maintain a standard distance from the curb for all placements.

The pole mounted signs are placed on poles on the sidewalk side of the pole with the sign face perpendicular to the road.

Manual 16.4.11 through 16.4.17 Drawing Doc. AS088 through AS094

1 *Post Mounted Bus Stop Indicator*
2 *Economy Bus Stop Indicator*
3 *Pole Mounted Bus Route Indicator*
4 *MARTA Pole Bus Stop Flag Indicator*



The Off-Site System Peachtree Trolley Signs PT

Placement of the MARTA Peachtree Trolley signs is generally the responsibility of MARTA staff in conjunction with local governments.

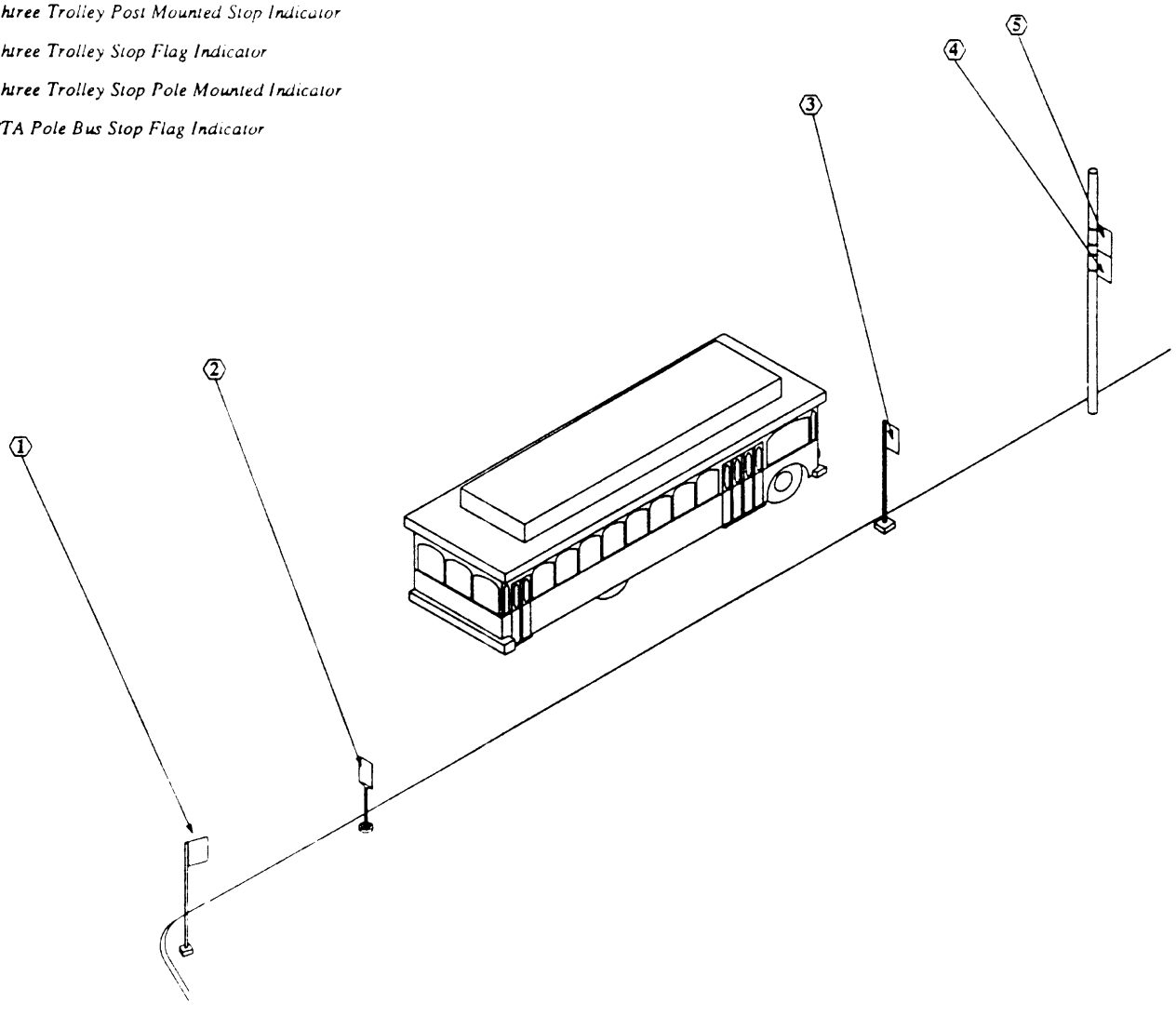
The Peachtree Trolley sign system has been created to support and market this special service route. The Peachtree Trolley Trailblazer, Sign Type PT-4, is placed at critical intersections and decision points to lead patrons to the nearest access to the route. The Peachtree Trolley Stop Flag Indicator, Sign Type PT-1, is the preferred sign and should be used for highly visible stops such as those along Peachtree Street. Orient the post nearest the road with the sign face perpendicular to the road. Maintain a standard distance from the curb edge for all placements.

Note that The Peachtree Trolley Stop Flag Indicator may be mounted side-by-side with The MARTA Economy Freestanding Bus Stop Indicator, Sign Type OS-11, or underneath The MARTA Pole Bus Stop Flag Indicator, Sign Type OS-13.

The Peachtree Trolley Stop Post Mounted Indicator, Sign Type PT-2, and the Peachtree Trolley Stop Pole Mounted Indicator, Sign Type PT-3, are to be used where the flag cannot be placed due to budget or sidewalk conditions. Maintain consistent distance and heights per the Contract Documents. The pole mounted signs are placed on poles on the sidewalk side of the pole with the sign face perpendicular to the road.

Manual 16.4.18 through 16.4.21 Drawing Doc. AS094.1 through AS094.4

1 *Peachtree Trolley Trailblazer*
2 *Peachtree Trolley Post Mounted Stop Indicator*
3 *Peachtree Trolley Stop Flag Indicator*
4 *Peachtree Trolley Stop Pole Mounted Indicator*
5 *MARTA Pole Bus Stop Flag Indicator*



The Site System Primary Identifier and Entrance Flags S

The signs in the MARTA Site System are to be placed and scheduled by the station architect for MARTA staff approval. Use the MARTA standard hexagon symbol on all drawing locations and references to identify the sign numbers. Use the MARTA General Sign Schedule drawing sheet for all scheduling of Site System signs.

The Site System Flag signs have been designed to increase visibility for MARTA Transit Stations. Each Transit Station should be signed with a Primary Identifier Flag (Sign Types S-2.1, S-2.2, S-2.3, or S-2.4). These flags should be placed as near to the major artery as possible with the post closest to the road and the sign face perpendicular to it.

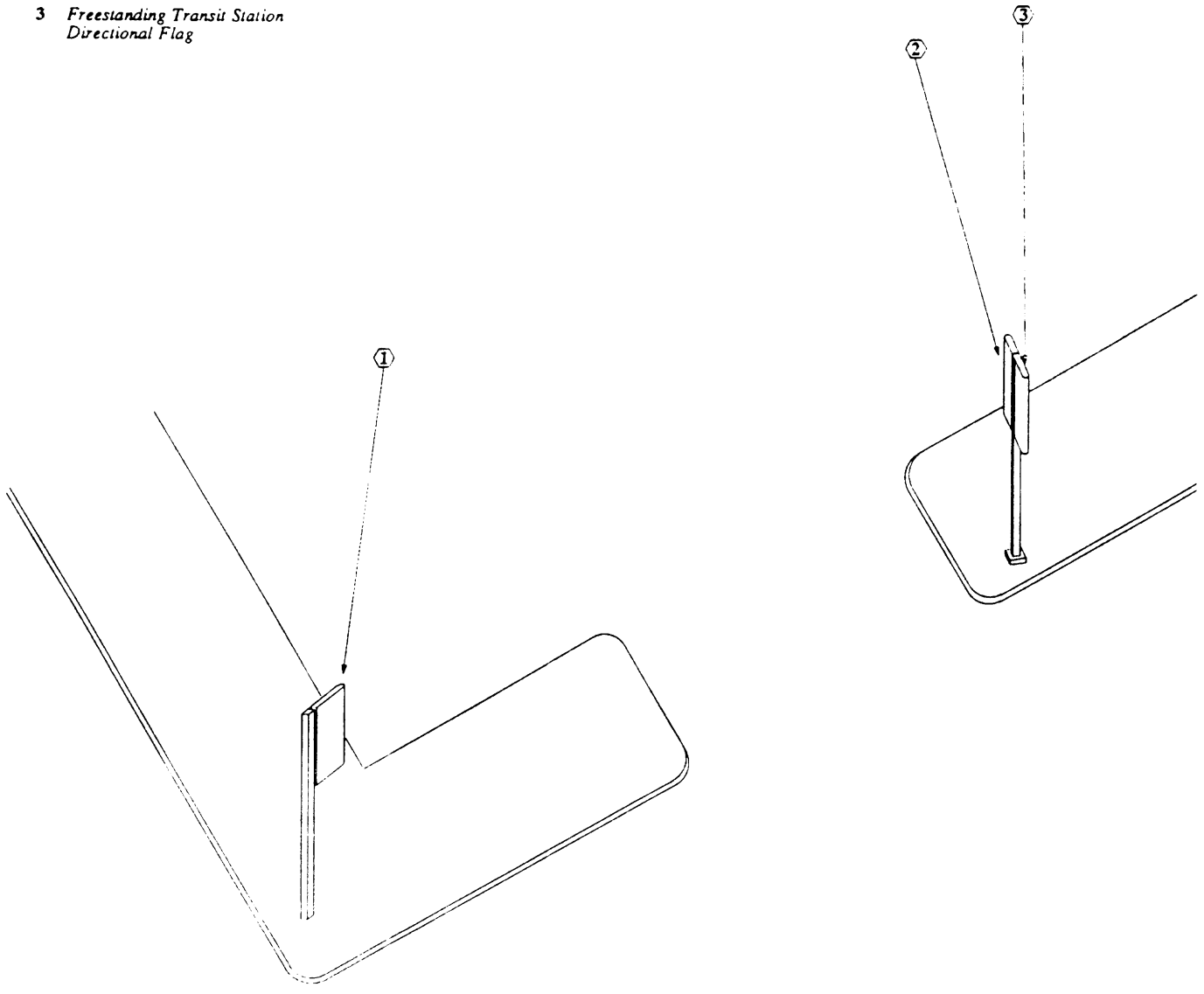
The MARTA Freestandinding Transit Station Directional Flag, Sign Type S-4, is available to direct vehicular traffic from approach streets and pedestrian walkways to MARTA Transit Station Entrances. This sign should be placed at the junction of the MARTA road and the access road. The post should be placed closest to the access road and the sign face perpendicular to it. This Flag may be augmented by any of the Parking Lot Flags, Sign Types S-5 through S-7. In such cases, the flags are mounted side-by-side as banners on the post. Refer to 16.5.10 for details on the Parking Lot Flags.

Manual 16.5.3 through 16.5.6 and 16.5.9 Contract Doc. AS096-101.1, AS106

1 *18' Primary Identifier*

2 *Parking Lot Flag S-5*

3 *Freestanding Transit Station Directional Flag*



The Site System Parking Lot Flag Signs S

The signs in the MARTA Site System are to be placed and scheduled by the station architect for MARTA staff approval. Use the MARTA standard hexagon symbol on all drawing locations and references to identify the sign number. Use the MARTA General Sign Schedule drawing sheet for all scheduling of Site System signs.

The Site System parking lot flag signs have been designed to provide a multitude of information in a highly visible, standardized manner. Orient all flag sign faces used in the parking lots in the same direction.

The Transit Station Identifiers, Sign Types S-3.1 and S-3.2, provide additional identity beyond that of the primary flags. These banner signs are most effective when placed at the peripheral edges of the parking lots on a grid matrix, with no signs closer than 40' to each other. Gain MARTA staff approval beforeplacing this sign type.

The parking lot information flags, Sign Types S-5, S-6 and S-7, should be placed as necessary to convey their varying messages. Sign Type S-5, which displays the parking lot number in multiple lot situations, should be placed with the Sign Type S-4, the Freestanding Directional Flag, at the parking lot entrance. It should also be repeated throughout the lot where necessary as a banner.

Do not place any pair of banner signs within 40' of any other pair.

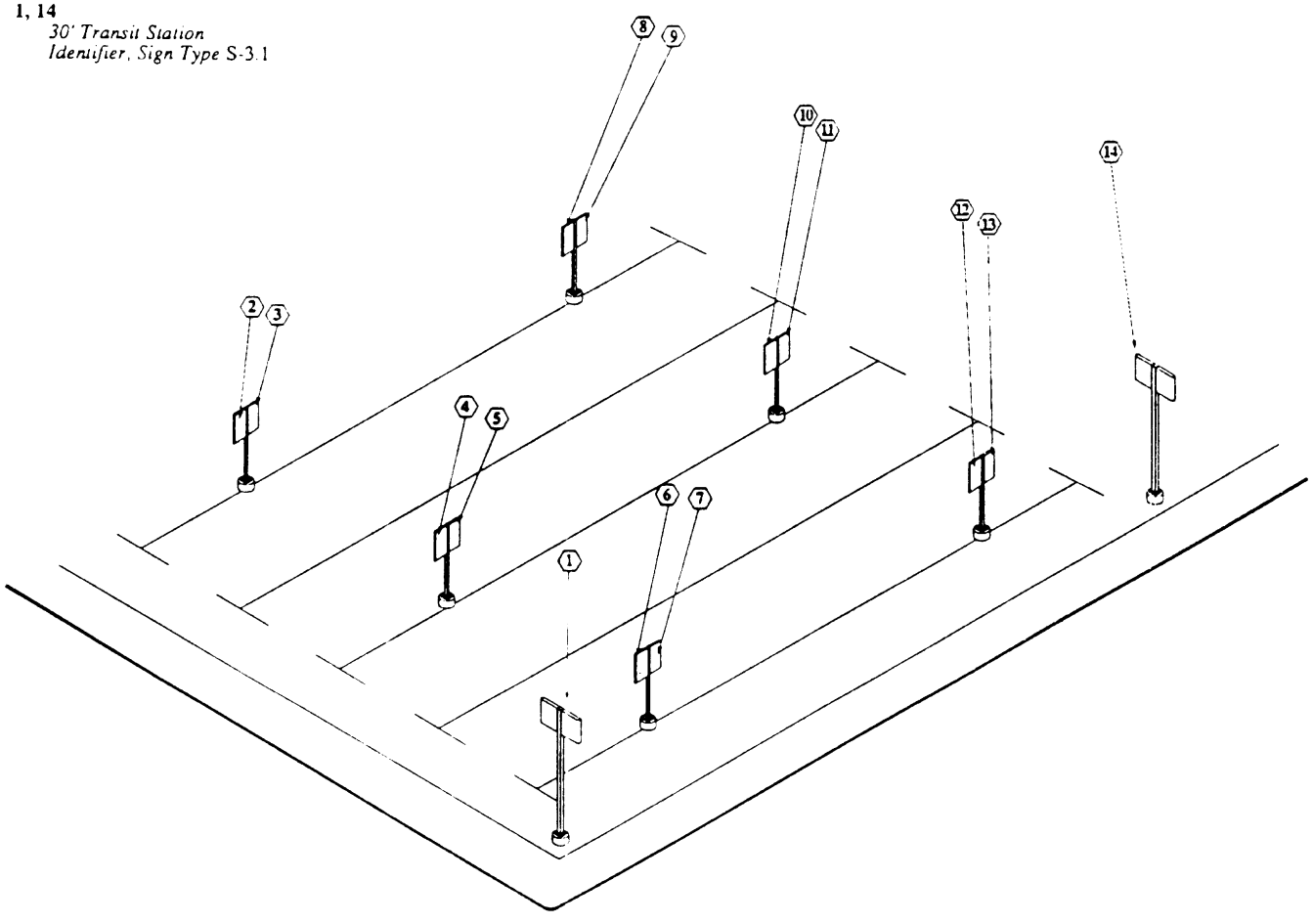
Manual 16.5.7, 16.5.8, 16.5.10 through 16.5.14 Contract Doc. AS102-AS110

2, 5, 7, 8, 11, 13
Sign Type S-6

3, 6, 9, 12
Sign Type S-7.1

4, 10
Sign Type S-7.2

1, 14
30' Transit Station Identifier, Sign Type S-3.1



The Site System Message & Dedicated Use Flags S

The signs in the MARTA Site System are to be placed and scheduled by the station architect for MARTA staff approval. Use the MARTA standard hexagon symbol on all drawing locations and references to identify the sign number. Use the MARTA General Sign Schedule drawing sheet for all scheduling of Site System signs.

The Site System Message flags have been designed to provide specific regulatory and information messages in a highly visible, standardized manner. The Post Mounted Large Station Message Flag, Sign Type S-15, is the primary message sign. It displays directional, regulatory and informational messages. Note that this sign type has available sign faces which can be used in the place of the large Parking Lot Flags for budgetary considerations, although the in-the-air display is much more effective. This sign type is also used for directing patrons to the Kiss Ride and Taxi Stand areas, as well as, directing vehicle owners coming through the parking lots to the proper Pay Parking Center.

The Post Mounted Small Station Message Flag, Sign Type S-16, identifies special use areas, as well as, carrying regulatory and information messages. The Dedicated Use Indicator is used to sign special set-aside areas, such as regulatory parking spaces.

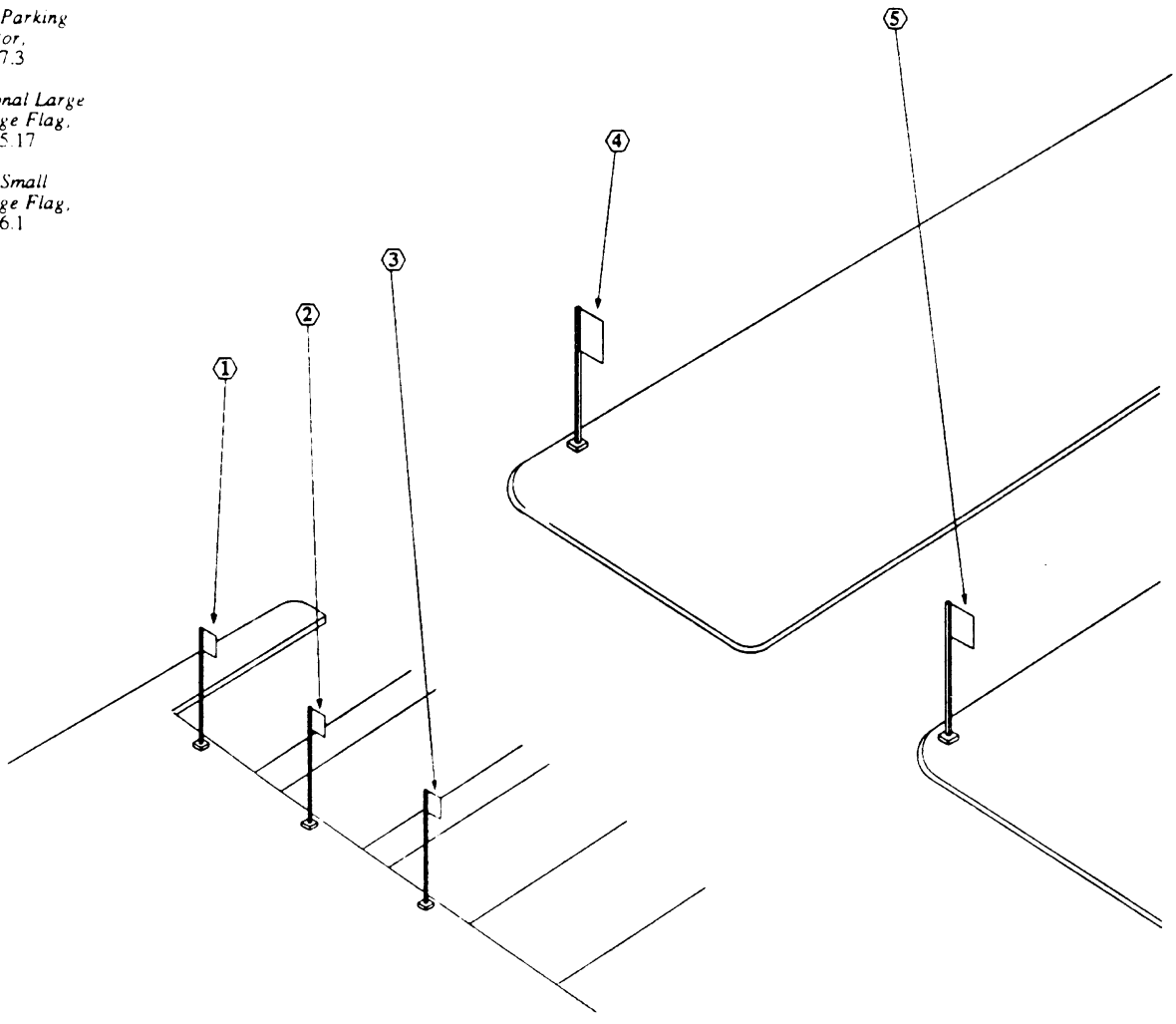
These flag signs should be placed only where there is a definite need and with a concerted effort to orient most of the signs faces in the same direction. Typically, these signs should not be placed any closer than within 12'-0" of each other. The double sign face mounting option should address situations requiring more than one type of message at an intersection, decision point, etc.

Manual 16.5.23 through 16.5.31 Drawing Doc. AS119-AS126

1, 2, 3 *Handicapped Parking Space Indicator, Sign Type* S-17.3

4 *Right Directional Large Station Message Flag, Sign Type* S-15.17

5 *Do Not Enter Small Station Message Flag, Sign Type* S-16.1



The Site System Station Special Parking Areas S

The signs in the MARTA Site System are to be placed and scheduled by the station architect for MARTA staff approval. Use the MARTA standard hexagon symbol on all drawing locations and references to identify the sign number. Use the MARTA General Sign Schedule drawing sheet for all scheduling of Site System signs.

The MARTA station entrances are typically fronted by a parking lane set aside for the Taxi Stand and Kiss Ride areas. Directional signs such as the Parking Lot Flags or the Large Station Message Flags route patrons to the area. The Large Station Message flags for the Kiss Ride (Type S-15.14) and the Taxi Stand (Type S-15.15) should be placed every 24' on center with the center lines of the Curb Parking Indicators Types S-20.1 and S- 20.2. Place the flags along the curb of the parking lane with the flag post nearest the parking lane. The Curb Parking Indicators which reinforce the direction of parking, Types S-20.1 and S-20.2, should be painted on the curb.

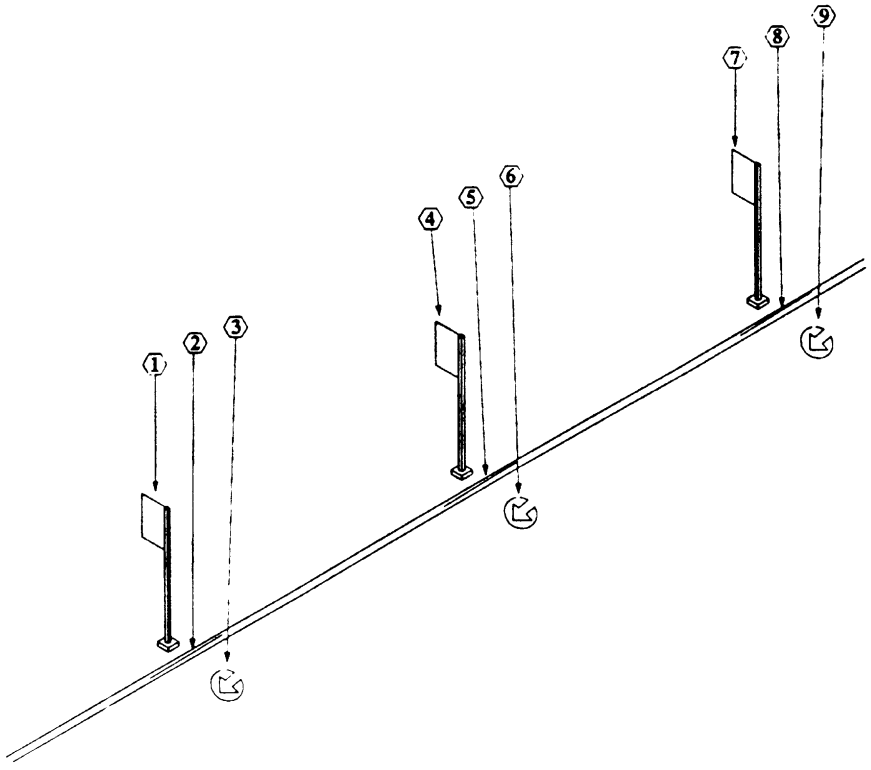
In No Parking lanes, the standard No Parking sign which conforms to the Manual of Uniform Traffic Control Devices should be placed every 24' on center with the center lines of the No Parking Curb Indicator, Type S-20.3. Place the flags along the curb of the parking lane with the flag post nearest the parking lane. The Curb Parking Indicators for No Parking, Sign Type S-20.3, should be placed every 8'-0" on center.

Manual 16.5.24 through 16.5.27, 165.34 Contract Doc. AS119-120, AS128.1

1, 4, 7
Kiss Ride Sign

2, 5, 8
Curb Parking Indicator Type S-20.1

3, 6, 9
Curb Parking Indicator Type S-20.2



The Site System Transit Station Building Identifier S-8

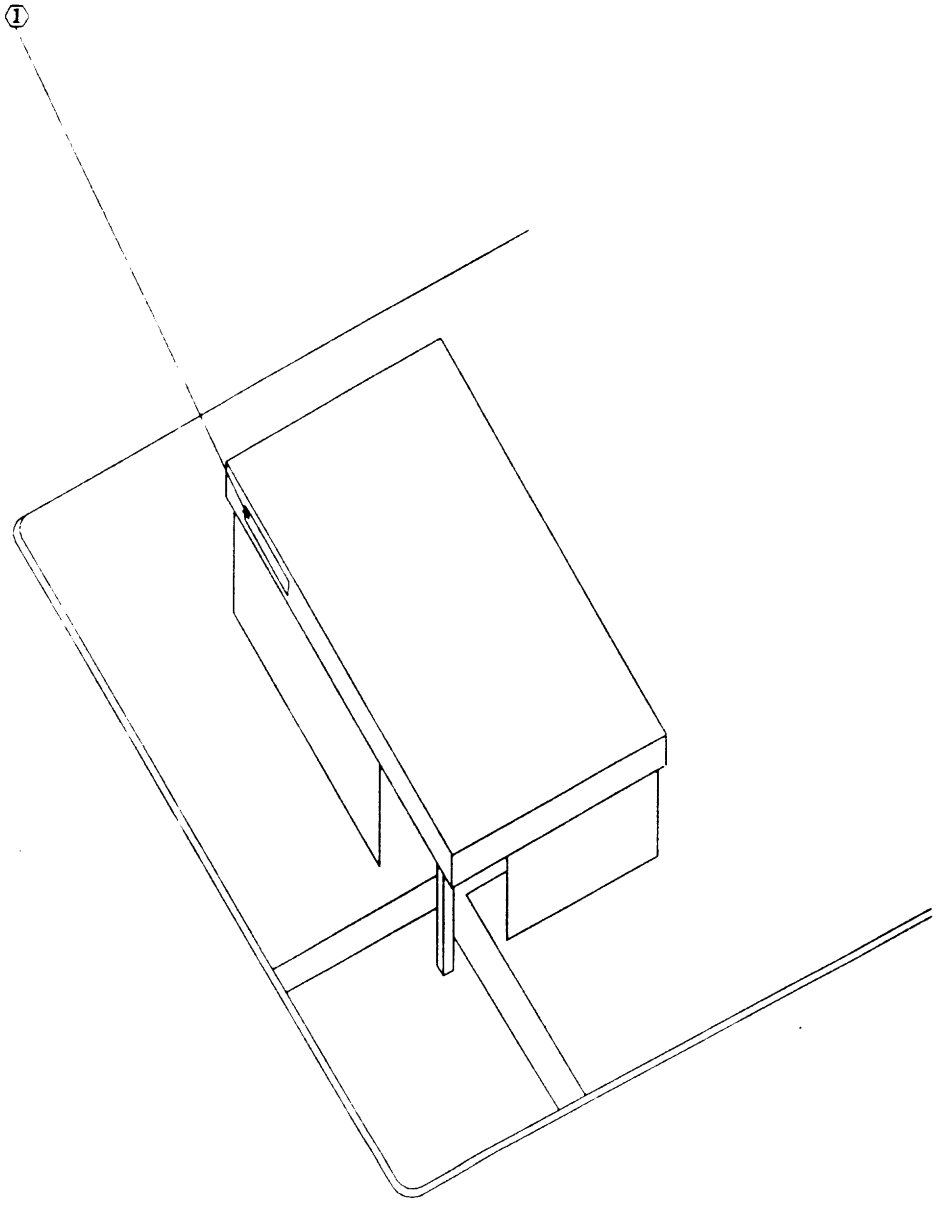
The signs in the MARTA Site System are to be placed and scheduled by the station architect for MARTA staff approval. Use the MARTA standard hexagon symbol on all drawing locations and references to identify the sign number. Use the MARTA General Sign Schedule drawing sheet for all scheduling of Site System signs.

The MARTA Transit Station Building Identifier, Sign Type S-8, is used to sign the station for long distance siting. It is also used when the distance from the Primary Identifier Flag and the station is large or when the building facade seems to "need" completion by this identification.

Building Identifiers should be designed to integrate comfortably in a size, placement and materials sense with the architecture. These signs should be large in scale but not overbearing in color or treatment.

These signs are not intended for placement on all faces of the station, nor does every station require one.

1 *Transit Station Building Identifier*



The Site System Station Entry Signs

S

The signs in the MARTA Site System are to be placed and scheduled by the station architect for MARTA staff approval. Use the MARTA standard hexagon symbol on all drawing locations and references to Identify the sign number. Use the MARTA General Sign Schedule drawing sheet for all scheduling of Site System signs.

The Site System station entry signs are those items placed along the front entry walks and at the entrances. The Pay Parking Center Header, Sign Type S-9, is placed on all Pay Parking Centers. Typically, these are placed near the entrance which is nearest that particular parking lot's pedestrian entry path. The various Other Pay Parking Center Messages, Sign Types S-10, S-11, and S-12, are also on all Pay Parking Center units.

When feasible, the overnight parking postings should be handled by placing an Overnight Parking Panel within the Pay Parking Center in the extreme right panel. When not feasible, this information is to be posted using the Freestanding Overnight Parking Unit, Sign Type S-14, which is placed next to Pay Parking Center units.

Manual 16.5.16 through 16.5.22 Contract Doc. AS112-AS116

See manual pages referenced above for visual depictions

The Site System Bus Loop Signs

S

The signs in the MARTA Site System are to be placed and scheduled by the station architect for MARTA staff approval. Use the MARTA standard hexagon symbol on all drawing locations and references to identify the sign number. Use the MARTA General Sign Schedule drawing sheet for all scheduling of Site System signs.

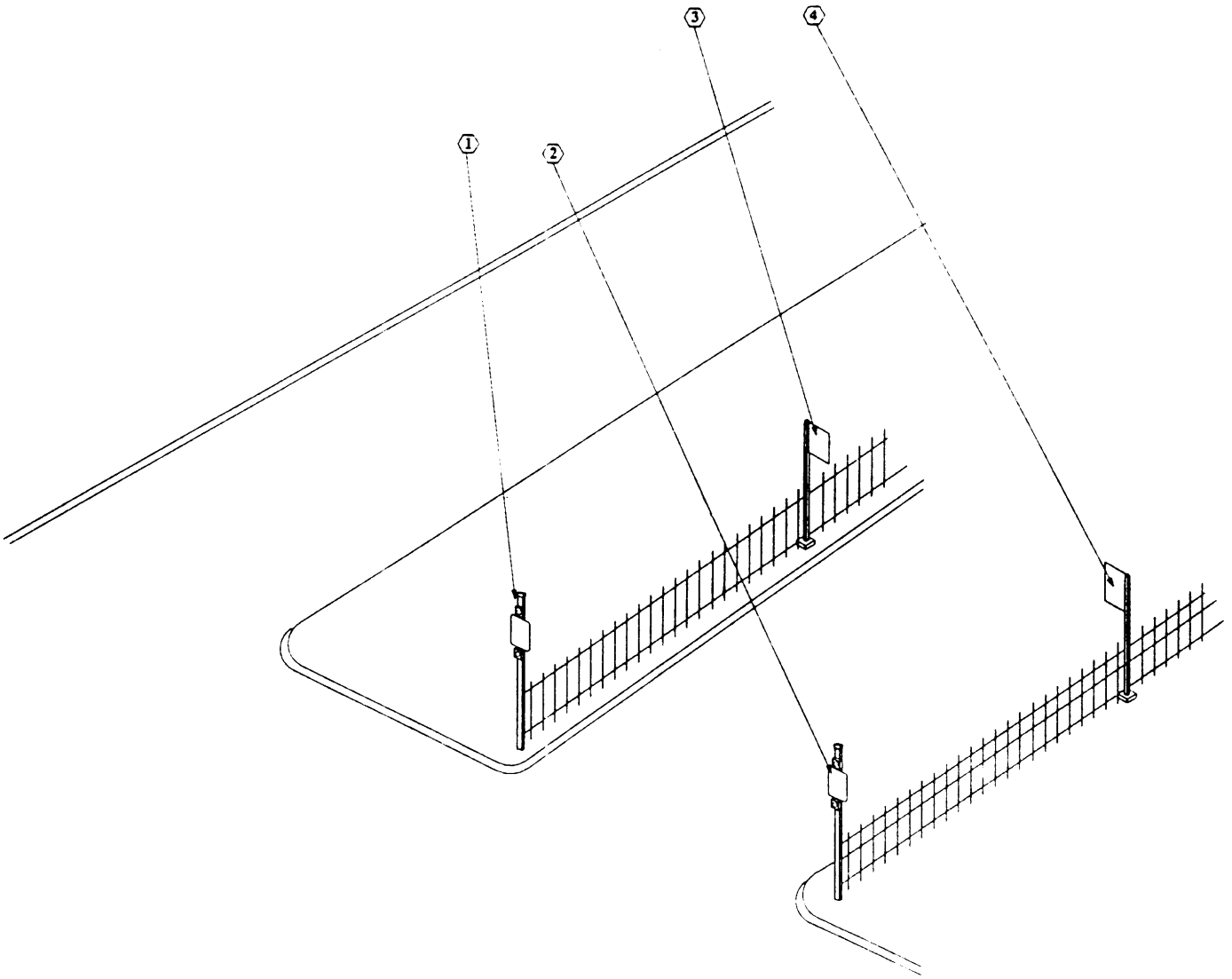
The Site System Bus Loop signs warn patrons in vehicles and pedestrians to not enter the bus loop.

The No Pedestrians Sign, Type S-19, is placed on the flashing red light units at the immediate entry/exit to the Bus Loop. Also place a Do No Enter Sign adjacent to the red light warning unit.

Manual 16.5.24 through 16.5.27, 16.5.33 Drawing Doc. AS123, AS128, & AS128.1

1, 2 *DO NOT ENTER*

3, 4 *No Pedestrians Sign*



The Site System Parking Control Signs S

The MARTA Site System Parking Control Signs, Sign Type S-21, are used in parking garages and lots to reserve spaces for visitors and Board members. Placement and scheudling of this sign type is to be by MARTA staff.

The Site System Construction Signs S

The MARTA Construction signs, Sign Type S-18, consist of a variety of project signs used on system construction sites. Scheduling and placement of these signs is to be by the General Contractor with MARTA's approval.

The Interior System Sign Placement I

The signs in the MARTA Interior System are to be placed and scheduled by the station architect for MARTA staff approval. Use the MARTA standard hexagon symbol on all drawing locations and references to identify the sign numbers. Use the MARTA General Sign Schedule drawing sheet for scheduling of all signs other than Band and Tube signs. Use the Band & Tube Sign Schedule for these signs.

The MARTA Interior Sign System is designed to move patrons efficiently to and from trains and connections. Standardized sign types and placement ensure that patrons unfamiliar with a given station will be able to orient quickly and find their way through siting familiar signs in expected locations.

The Interior system has three types of placement patterns: the Entraining signs which route patrons from the entrance to the rail platform, the Detraining signs which route patrons from arriving trains to other train or bus connections or out exits, and the general Interior signs which identify systems and inform patrons of special usage items. Note that within the Detraining system the EXIT signs must be placed per all required life safety codes and tied into the overall station emergency power system.

The Interior System Station Entrances and Fare Gates

I

The signs in the MARTA Interior System are to be placed and scheduled by the station architect for MARTA staff approval. Use the MARTA standard hexagon symbol on all drawing locations and references to identify the sign numbers. Use the MARTA General Sign Schedule drawing sheet for scheduling of all signs other than Band and Tube signs. Use the Band & Tube Sign Schedule for these signs.

The MARTA Entraining Transit Station Entrance Identifier, Sign Face Category IE-1, is a Band sign pendant mounted above station entryways with the IE-1 face showing to approaching patrons. Bands mount at 8'-6" above the finished floor. The back of this Band sign is faced with any applicable Detraining sign message.

At the fare gates beneath the entryways, the following Fare Exchange signs are placed per directions on the related Contract Documents:

Type I-8.1, vinyl die cut sign on Token machine
Type I-8.2, vinyl die cut sign on Token machine
Type I-8.3, acrylic plaque on Token machine
Type I-8.4, vinyl die cut sign on Fare Gate machine
Type I-8.5, vinyl die cut sign on Coin Slot on Fare Gate Machine.

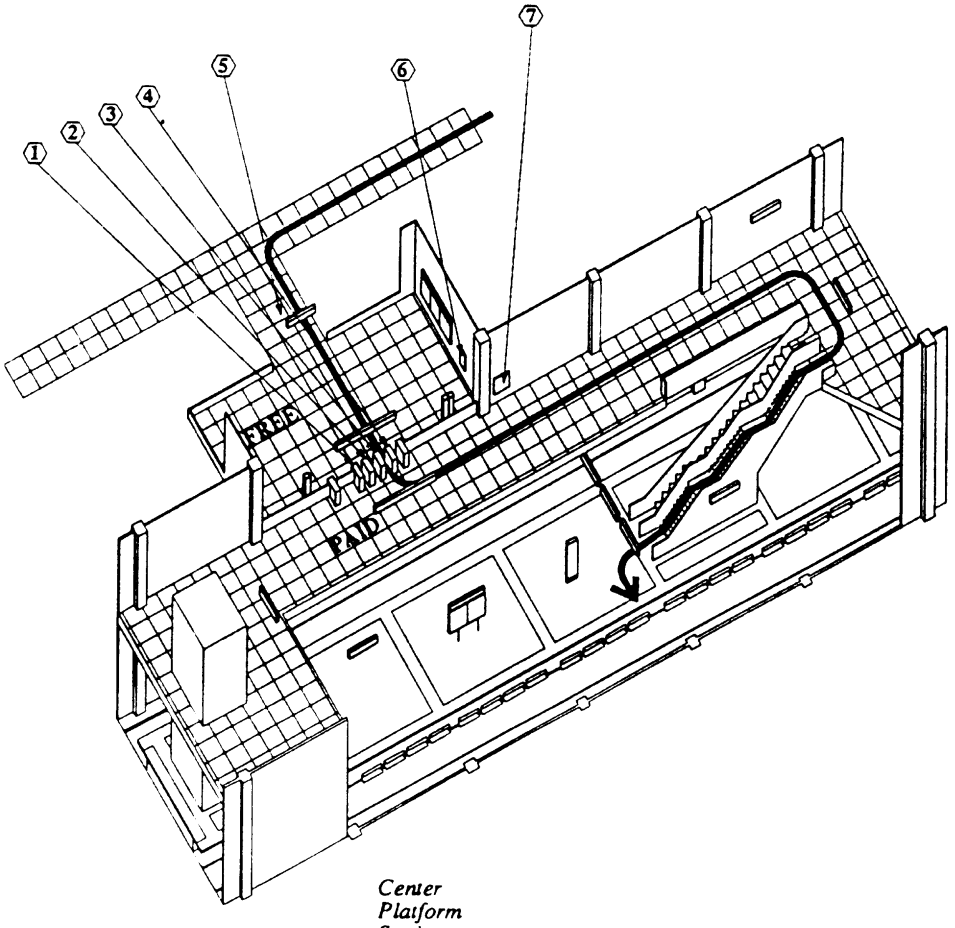
Manual 16.6.7, 16.6.25 and 16.6.26 Drawing Doc. AS134 & AS149

1 Through 4
Type I-8.4
Type I-8.5

5 Band B9, *Sign Face* IE-1

Garnett Transit Station

6 & 7
Type I-8.1
Type I-8.2
Type I-8.3



Center Platform Stations

The Interior System Station Entrances and Fare Gates cont. I

The signs in the MARTA Interior System are to be placed and scheduled by the station architect for MARTA staff approval. Use the MARTA standard hexagon symbol on all drawing locations and references to identify the sign numbers. Use the MARTA General Sign Schedule drawing sheet for scheduling of all signs other than Band and Tube signs. Use the Band & Tube Sign Schedule for these signs.

The MARTA Entraining Transit Station Entrance Identifier, Sign Face Category IE-1, is a Band sign pendant mounted above station entryways with the IE-1 face showing to approaching patrons. Bands mount at 8'-6" above the finished floor. The back of this Band sign is faced with any applicable Detraining sign message.

At the fare gates beneath the entryways, the following Fare Exchange signs are placed per directions on the related Contract Documents:

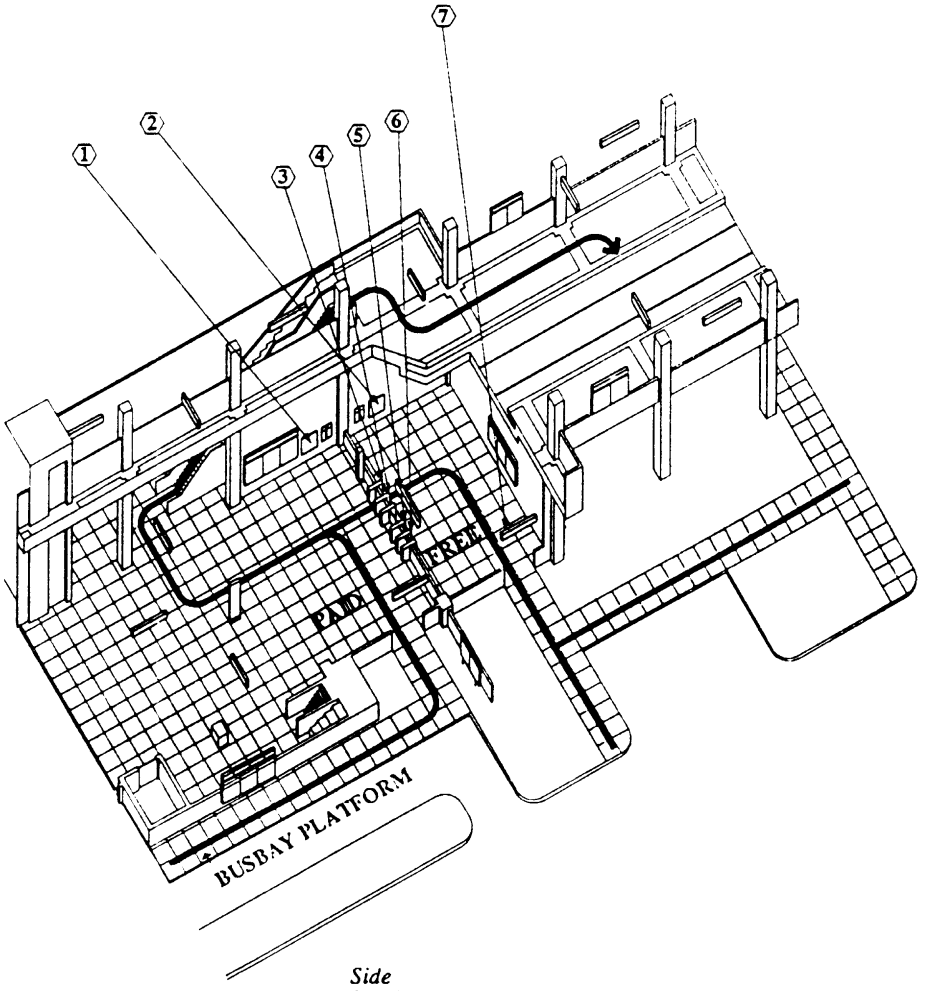
Type I-8.1, vinyl die cut sign on Token machine
Type I-8.2, vinyl die cut sign on Token machine
Type I-8.3, acrylic plaque on Token machine
Type I-8.4, vinyl die cut sign on Fare Gate machine
Type I-8.5, vinyl die cut sign on Coin Slot on Fare Gate Machine.

Manual 16.6.7, 16.6.25 and 16.6.26 Drawing Doc. AS134 & AS149

1 & 2
Type I-8.1
Type I-8.2
Type I-8.3

3 Through 6
Type I-8.4
Type I-8.5

7 Band B9, *Sign Face* IE-1



Side Platform Stations

The Interior System Entraining General Directional Signs I

The signs in the MARTA Interior System are to be placed and scheduled by the station architect for MARTA staff approval. Use the MARTA standard hexagon symbol on all drawing locations and references to identify the sign numbers. Use the MARTA General Sign Schedule drawing sheet for scheduling of all signs other than Band and Tube signs. Use the Band & Tube Sign Schedule for these signs.

The MARTA Entraining General Directional Signs, Sign Face Category IE-2, are Band signs usually pendant mounted. The back of this Band sign is usually faced with a similar directional message with the direction indicator pointing in the opposite direction. Bands mount at 8'-6" above the finished floor.

Typically these Bands are located near decision points to direct patrons to vertical circulation, i.e. the elevators, escalators, walkways and stairs which lead to the train platform. Begin placing these Bands within 30' of the station entrance so patron movement away from the Fare Gate area will proceed smoothly.

The MARTA Tube may be used on band signs to make directional information more specific or to impart other non-directional messages.

Remember to specify illumination of these sign faces if placed in dimly lit interior areas.

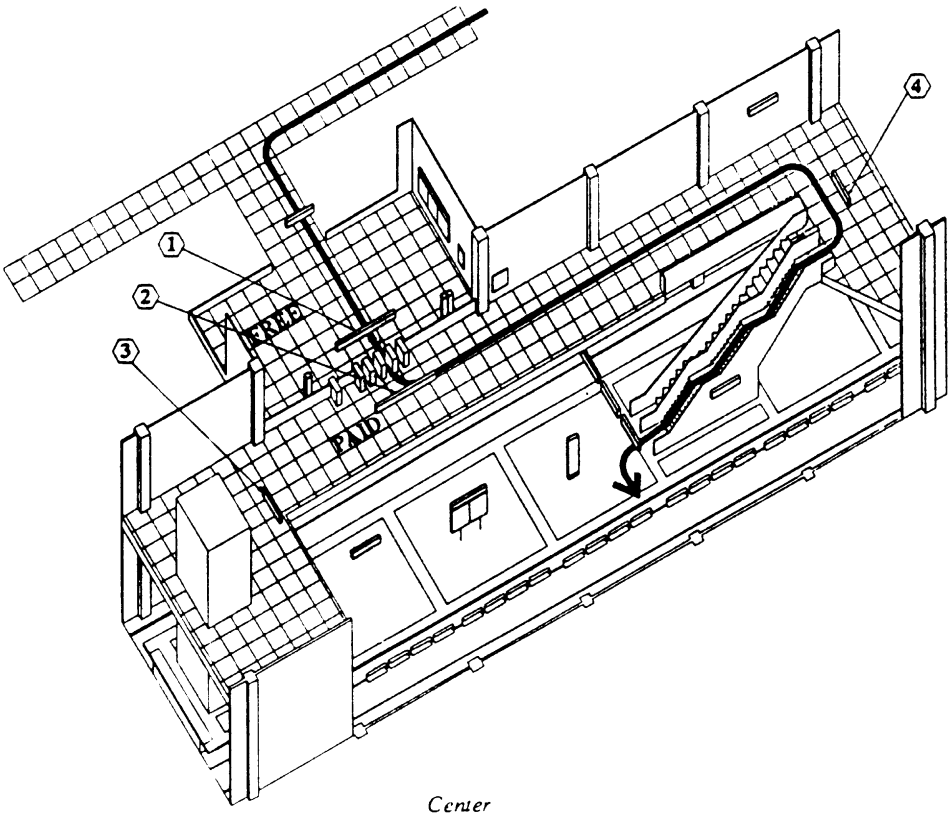
Manual 16.6.8 and 16.6.9 Drawing Doc. AS135

1 Band B12, *Sign Face* IE-2

2 Band B12, *Sign Face* IE-2

3 Band B6, *Sign Face* IE-2

4 Band B6, *Sign Face* IE-2



Center Platform Stations

The Interior System Entraining General Directional Signs cont. I

The signs in the MARTA Interior System are to be placed and scheduled by the station architect for MARTA staff approval. Use the MARTA standard hexagon symbol on all drawing locations and references to identify the sign number. Use the MARTA General Sign Schedule drawing sheet for scheduling of all signs other than Band and Tube signs. Use the Band & Tube Sign Schedule for these signs.

The MARTA Entraining General Directional Signs, Sign Face Category IE-2, are Band signs usually pendant mounted. The back of this Band sign is usually faced with a similar directional message with the direction indicator pointing in the opposite direction. Bands mount at 8'-6" above the finished floor.

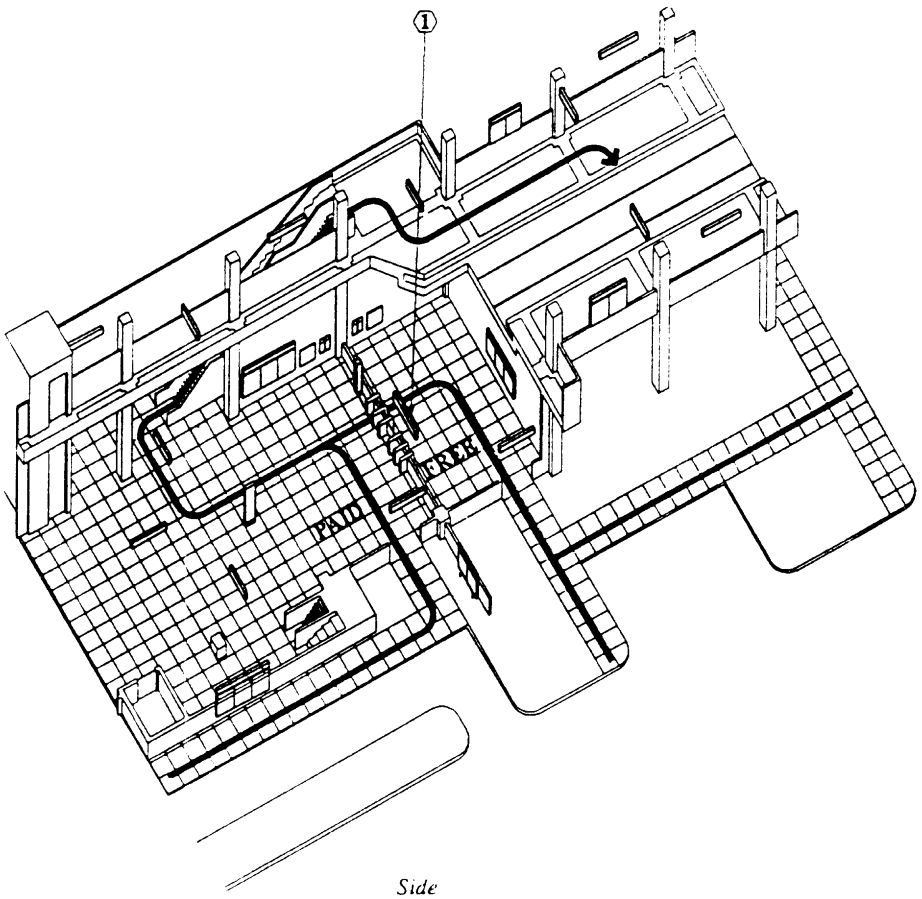
Typically these Bands are located near decision points to direct patrons to vertical circulation, i.e. the elevators, escalators, walkways and stairs which lead to the train platform. Begin placing these Bands within 30' of the station entrance so patron movement away from the Fare Gate area will proceed smoothly.

The MARTA Tube may be used on band signs to make directional information move specific or or to impart non-directional information.

Remember to specify illumination of these sign faces if placed in dimly lit interior areas.

Manual 16.6.8 and 16.6.9 Drawing Doc. AS135

1 Band B12, *Sign Face* IE-2



Side Platform Stations

The Interior System Entraining Line Directional Signs I

The signs in the MARTA Interior System are to be placed and scheduled by the station architect for MARTA staff approval. Use the MARTA standard hexagon symbol on all drawing locations and references to identify the sign number. Use the MARTA General Sign Schedule drawing sheet for scheduling of all signs other than Band and Tube signs. Use the Band & Tube Sign Schedule for these signs.

The MARTA Entraining Line Directional Signs, Sign Face Category IE-3, are Band signs usually pendant or wall mounted. The back of this Band sign is faced with the same directional message with the direction indicator pointing in the opposite direction. This allows patrons to recheck their choice at any time. Typically these Band signs are used over the end of a vertical conveyance at the platform level of center platform stations where patrons must be directed to the appropriate side of a platform to wait for their train. These signs may also be placed in special freestanding header units at the top and or bottom of stairways and escalators. Bands mount at 8'-6" above finished floor.

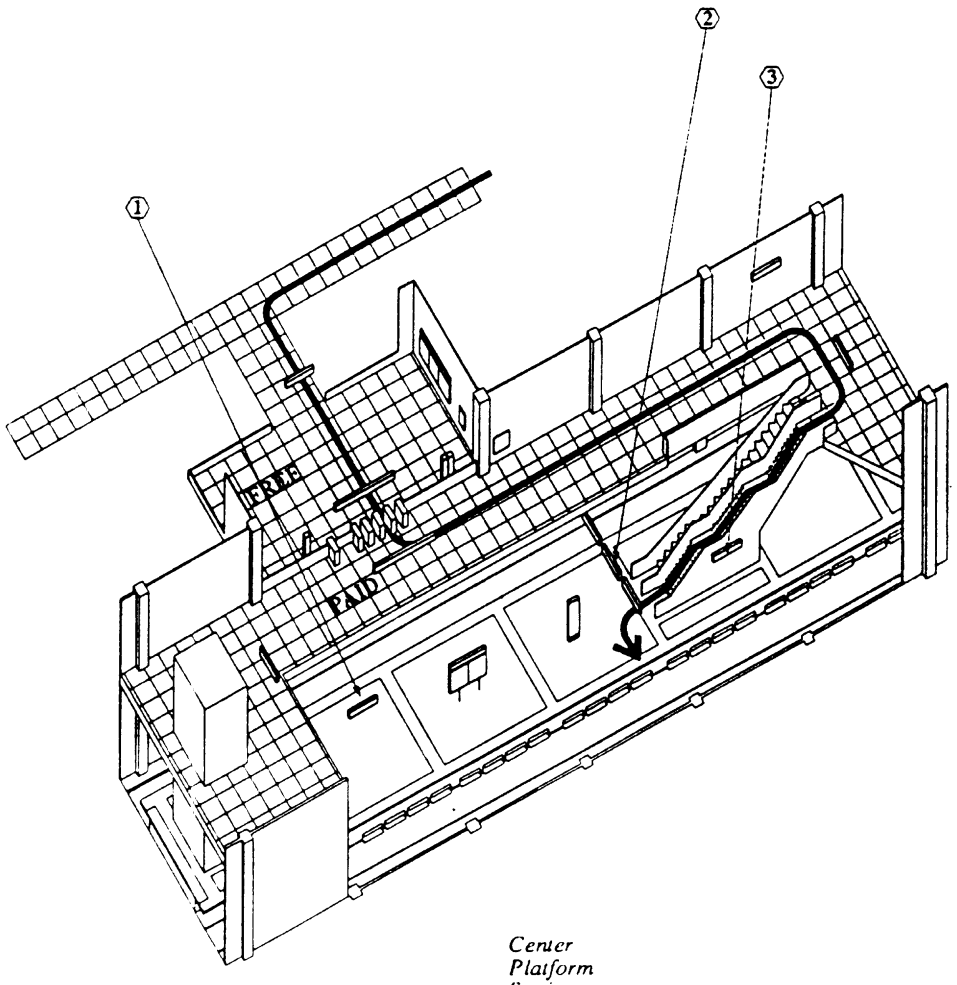
In large stations with many sources of vertical circulation leading to different line platforms, these Bands are located near decision points to direct patrons to the vertical circulation elements, i.e. the elevators, escalators, walkways and stairs which lead to the train platform. Begin placing these Bands within easy siting distance of the station entrance so patron movement away from the Fare Gate area will proceed smoothly. In some cases where the destination is not visible and the path obscured by columns, other traffic routes, etc., the MARTA Tube should be placed beneath the IE-2 face to clarify the directional message. Remember to specify illumination of these sign faces if placed in dimly lit interior areas.

Manual 16.6.10 and 16.6.11 Drawing Doc. AS136

1 Band B6 *Sign Face* IE-3

2 Band B6/B9 *Sign Face* IE-3

3 Band B6 *Sign Face* IE-3



Center Platform Stations

The Interior System Entraining Line Directional Signs cont. I

The signs in the MARTA Interior System are to be placed and scheduled by the station architect for MARTA staff approval. Use the MARTA standard hexagon symbol on all drawing locations and references to identify the sign number. Use the MARTA General Sign Schedule drawing sheet for scheduling of all signs other than Band and Tube signs. Use the Band & Tube Sign Schedule for these signs.

The MARTA Entraining Line Directional Signs, Sign Face Category IE-3, are Band signs usually pendant or wall mounted. The back of this Band sign is faced with the same directional message with the direction indicator pointing in the opposite direction. This allows patrons to recheck their choice at any time. Typically these Band signs are used over the end of a vertical conveyance at the platform level of center platform stations where patrons must be directed to the appropriate side of a platform to wait for their train. These signs may also be placed in special freestanding header units at the top and or bottom of stairways and escalators. Bands mount at 8'-6" above finished floor.

In large stations with many sources of vertical circulation leading to different line platforms, these Bands are located near decision points to direct patrons to the vertical circulation elements, i.e. the elevators, escalators, walkways and stairs which lead to the train platform. Begin placing these Bands within easy siting distance of the station entrance so patron movement away from the Fare Gate area will proceed smoothly. In some cases where the destination is not visible and the path obscured by columns, other traffic routes, etc., the MARTA Tube should be placed beneath the IE-2 face to clarify the directional message. Remember to specify illumination of these sign faces if placed in dimly lit interior areas.

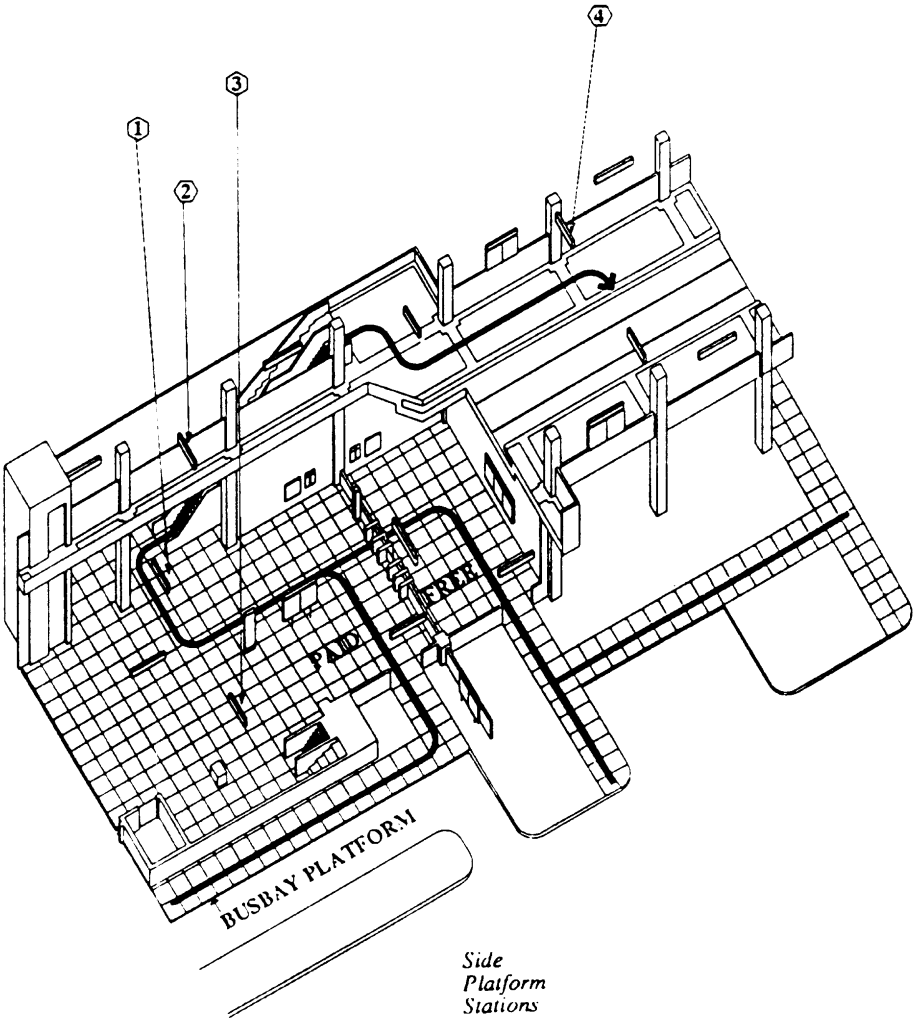
Manual 16.6.10 and 16.6.11 Drawing Doc. AS136

1 Band B6 *Sign Face* IE-3

2 Band B6 *Sign Face* IE-3

3 Band B9 *Sign Face* IE-3

4 Band B6 *Sign Face* IE-3



Side Platform Stations

The Interior System Detraining Transit Station Identifier I

The signs in the MARTA Interior System are to be placed and scheduled by the station architect for MARTA staff approval. Use the MARTA standard hexagon symbol on all drawing locations and references to identify sign number. Use the MARTA General Sign Schedule drawing sheet for scheduling of all signs other than Band and Tube signs. Use the Band & Tube Sign Schedule for these signs.

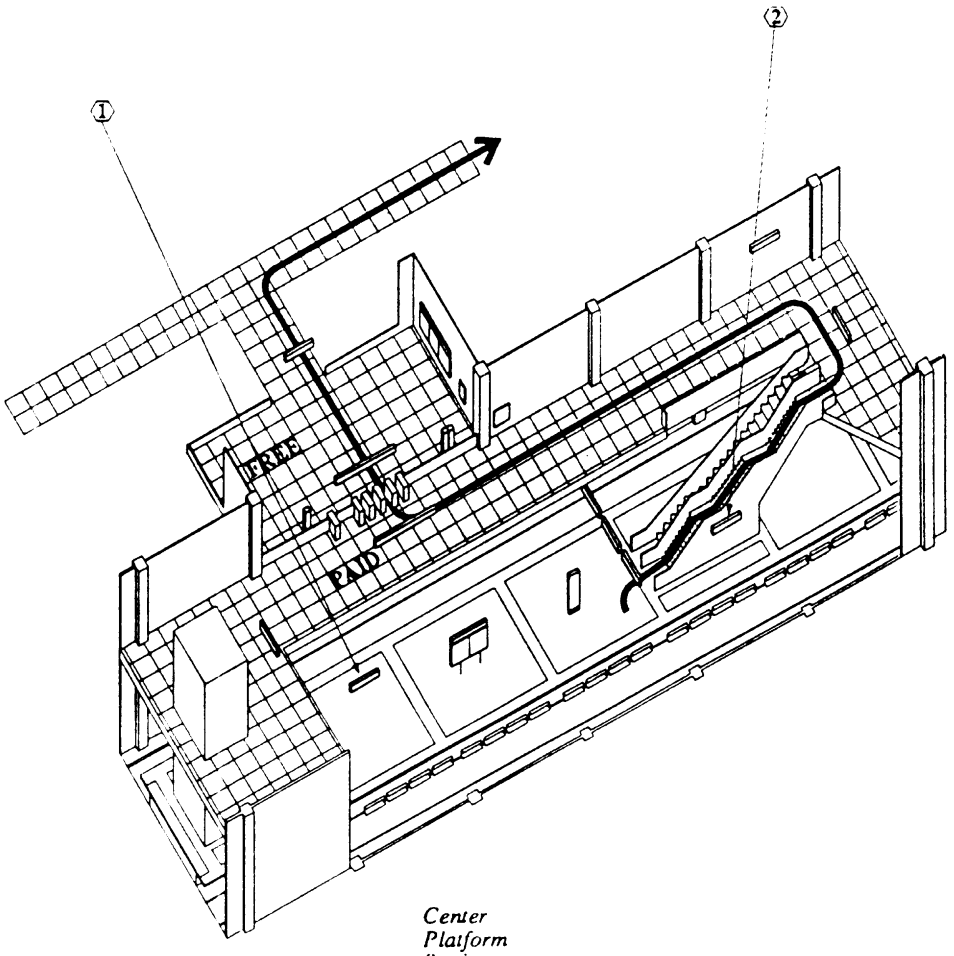
The MARTA Detraining Transit Station Identifier, Sign Face Category ID-1, is a Band sign pendant or wall mounted over the station platform and oriented in the direction of the rail line. This sign face identifies the station by name and alphanumeric designator for arriving rail patrons. The back of this Band sign is faced with the same ID-1 message so patrons may recheck their location at any time.

Frequency of placement is important for the arriving patron on the train who might have missed the station name announcement. Place this Band 75' on center or approximately every three structural bays. Bands mount at 8'-6" above finished floor.

Manual 16.6.12 and 16.6.13 Contract Doc. AS137

1 & 2 Band B12, *Sign Face* ID-1

No Smoking Garnett S1



Center Platform Stations

The Interior System Detraining Transit Station Identifier cont. I

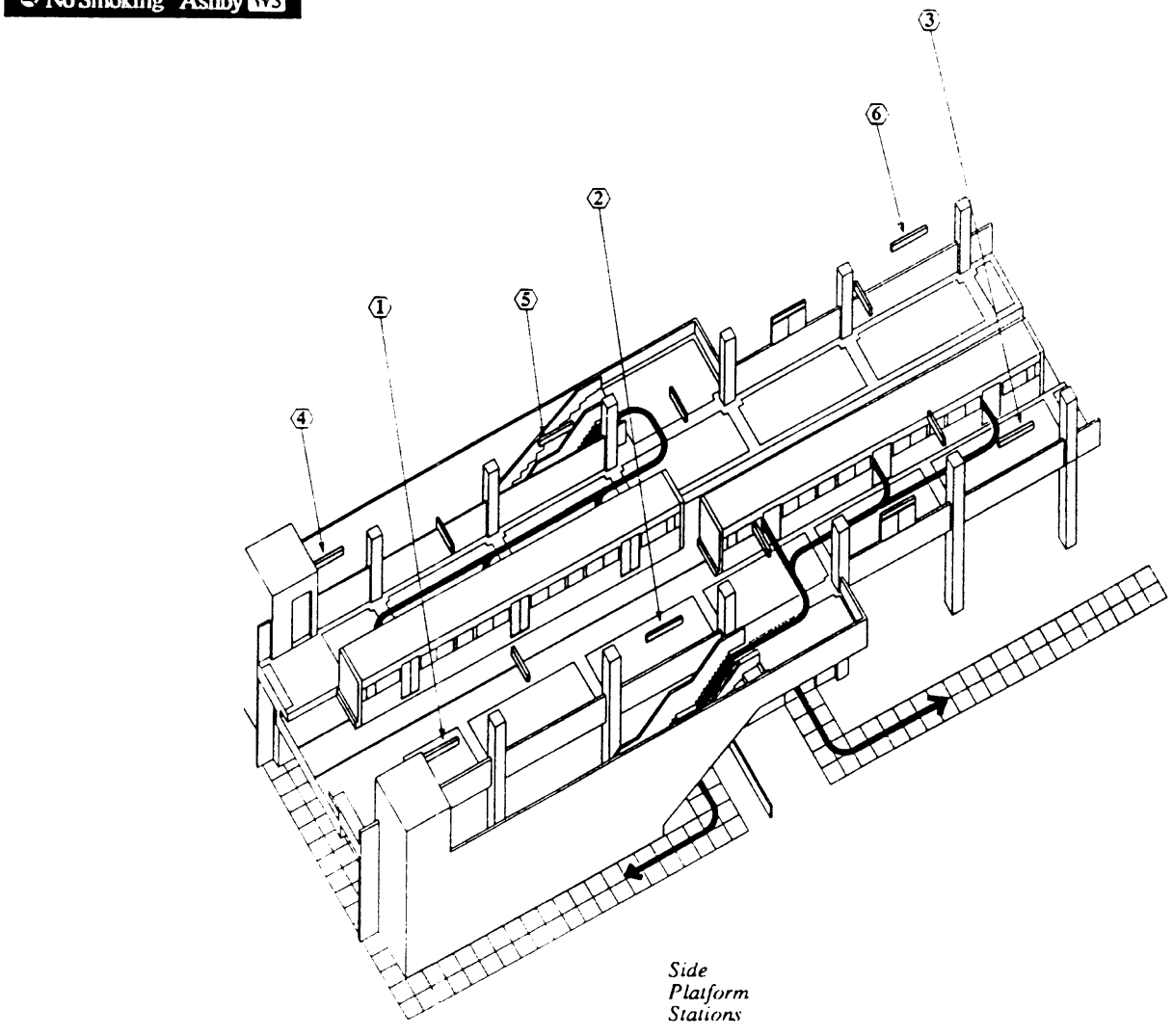
The signs in the MARTA Interior System are to be placed and scheduled by the station architect for MARTA staff approval. Use the MARTA standard hexagon symbol on all drawing locations and references to identify sign number. Use the MARTA General Sign Schedule drawing sheet for scheduling of all signs other than Band and Tube signs. Use the Band & Tube Sign Schedule for these signs.

The MARTA Detraining Transit Station Identifier, Sign Face Category ID-1, is a Band sign pendant or wall mounted over the station platform and oriented in the direction of the rail line. This sign face identifies the station by name and alphanumeric designator for arriving rail patrons. The back of this Band sign is faced with the same ID-1 message so patrons may recheck their location at any time.

Frequency of placement is important for the arriving patron on the train who might have missed the station name announcement. Place this Band 75' on center or approximately every three structural bays. Bands mount at 8'-6" above finished floor.

Manual 16.6.12 and 16.6.13 Contract Doc. AS137

1 through 6 Band B9, *Sign Face* ID-1



Side Platform Stations

The Interior System Detraining General Directional Signs I

The signs in the MARTA Interior System are to be placed and scheduled by the station architect for MARTA staff approval. Use the MARTA standard hexagon symbol on all drawing locations and references to identify the number. Use the MARTA General Sign Schedule drawing sheet for scheduling of all signs other than Band and Tube signs. Use the Band & Tube Sign Schedule for these signs.

The MARTA Detraining General Directional Signs, Sign Face Category ID-2, are Band signs usually pendant mounted above vertical circulation modes. They direct patrons to street exits by name, parking lots, bus connections, vertical conveyances, and other line platforms. The back of this Band sign is usually faced with a similar directional message with the direction indicator pointing in the opposite direction.

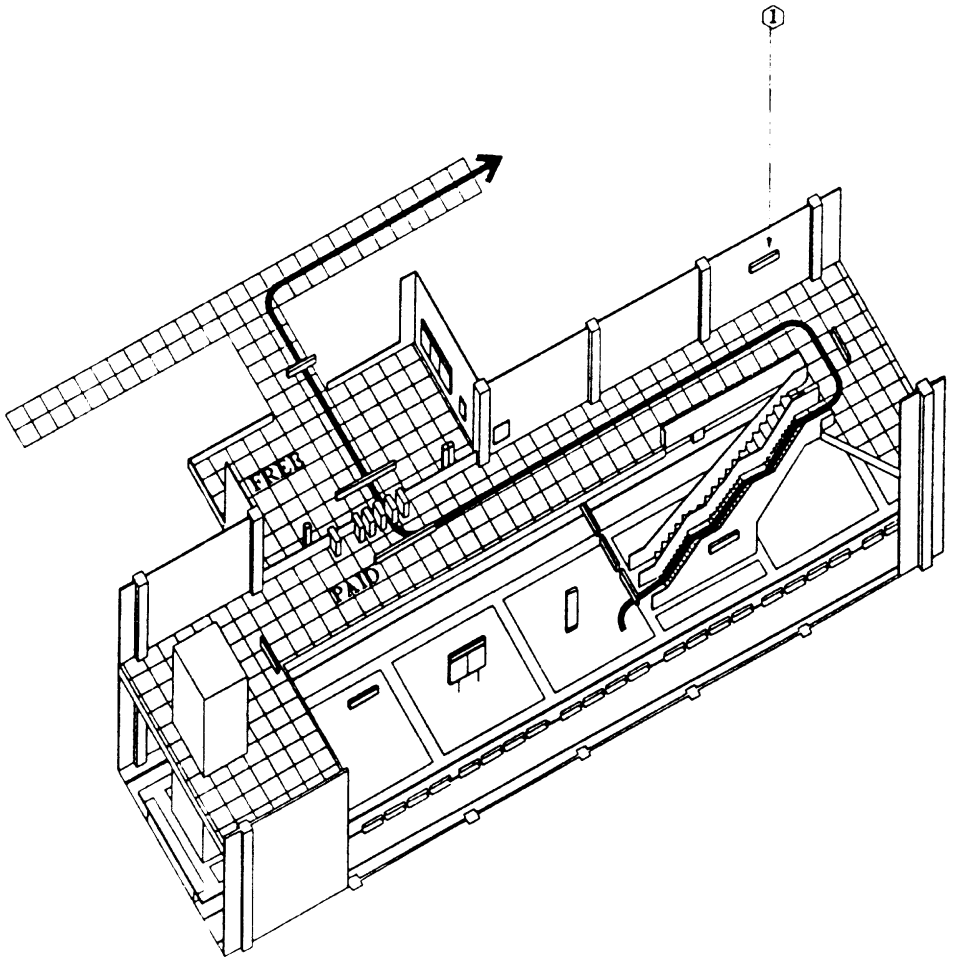
Typically these Bands are located near decision points to direct patrons to vertical circulation elements, i.e. the elevators, escalators, walkways and stairs which lead to the train platform. Bands mount at 8'-6" above the finished floor.

In some cases where the destination is not visible and the path obscured by columns, other traffic routes, etc., the MARTA Tube should be placed beneath the ID-2 face to clarify the directional message.

Remember to specify illumination of these sign faces if placed in dimly lit interior areas.

Manual 16.6.14 Drawing Doc. AS138

1 Band B-6, *Sign Face* ID-2



Center Platform Stations

The Interior System Detraining General Directional Signs cont. I

The signs in the MARTA Interior System are to be placed and scheduled by the station architect for MARTA staff approval. Use the MARTA standard hexagon symbol on all drawing locations and references to identify the sign number. Use the MARTA General Sign Schedule drawing sheet for scheduling of all signs other than Band and Tube signs. Use the Band & Tube Sign Schedule for these signs.

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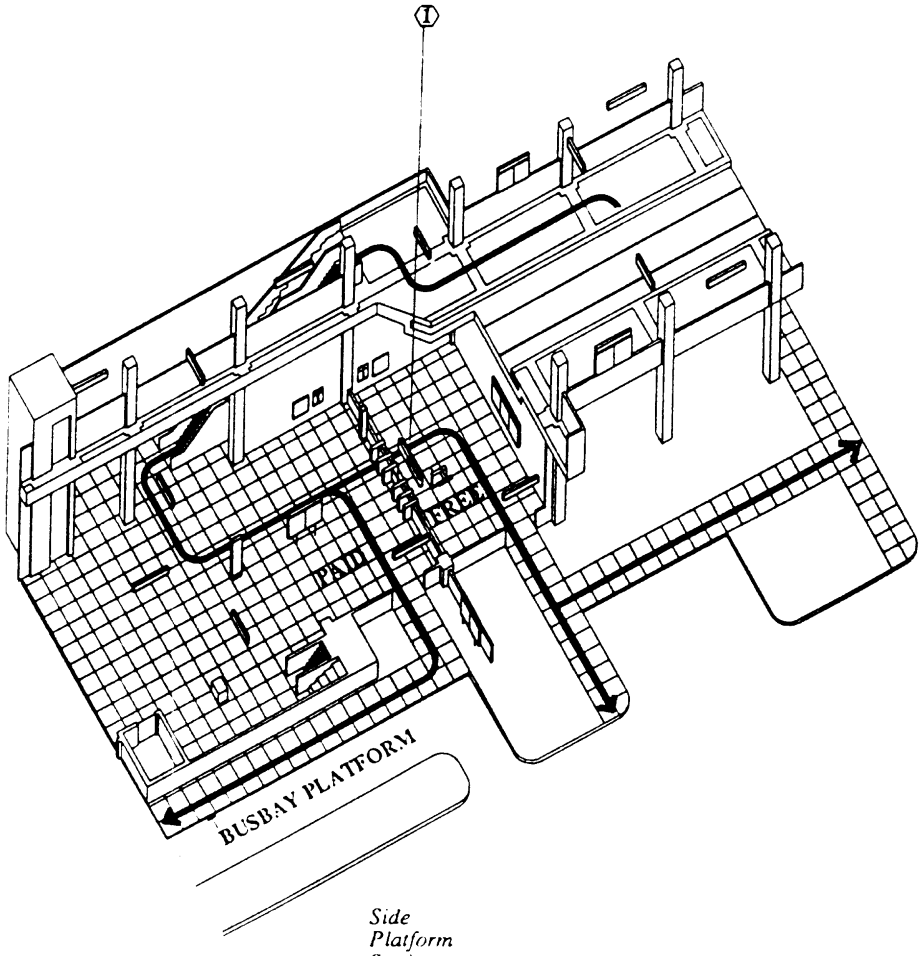
Typically these Bands are located near decision points to direct patrons to vertical circulation elements, i.e. the elevators, escalators, walkways and stairs which lead to the train platform. Bands mount at 8'-6" above the finished floor.

In some cases where the destination is not visible and the path obscured by columns, other traffic routes, etc., the MARTA Tube should be placed beneath the ID-2 face to clarify the directional message.

Remember to specify illumination of these sign faces if placed in dimly lit interior areas.

Manual 16.6.14 Drawing Doc. AS138

1 Band B-12, *Sign Face* ID-2



Side Platform Stations

The Interior System Detraining EXIT Directional Sign Faces I

The signs in the MARTA Interior System are to be placed and scheduled by the station architect for MARTA staff approval. Use the MARTA standard hexagon symbol on all drawing locations and references to identify the sign number Use the MARTA General Sign Schedule drawing sheet for scheduling of all signs other than Band and Tube signs. Use the Band & Tube Sign Schedule for these signs.

The MARTA Detraining EXIT Directional Sign Faces, Category ID-3, are Band signs usually pendant mounted above vertical circulation modes. They direct patrons to Emergency EXITS per the approved fire evacuation plan and can be augmented by directional information to street exits by name, parking lots, bus connections, vertical conveyances, and other information. The back of this Band sign is faced with the same messages with the direction indicators pointing in the opposite direction.

Typically these Bands are located near decision points to direct patrons to vertical circulation elements, i.e.walkways and stairs which lead from the train platform. Their placement must meet all life safety codes for emergency exit signing and be integrated into the MARTA emergency electrical system. Bands mount at 8'-6" above the finished floor. In some cases where the destination is not visible and the path obscured by columns, other traffic routes, etc., the MARTA Tube should be placed beneath the ID-3 face to clarify the directional message.

Remember to specify Band illumination (if required) on these sign faces separately from the EXIT unit, as the Band lighting electrical requirements are different and joined into a separate electrical system.

Manual 16.6.15 and 16.6.16 Contract Doc. AS139

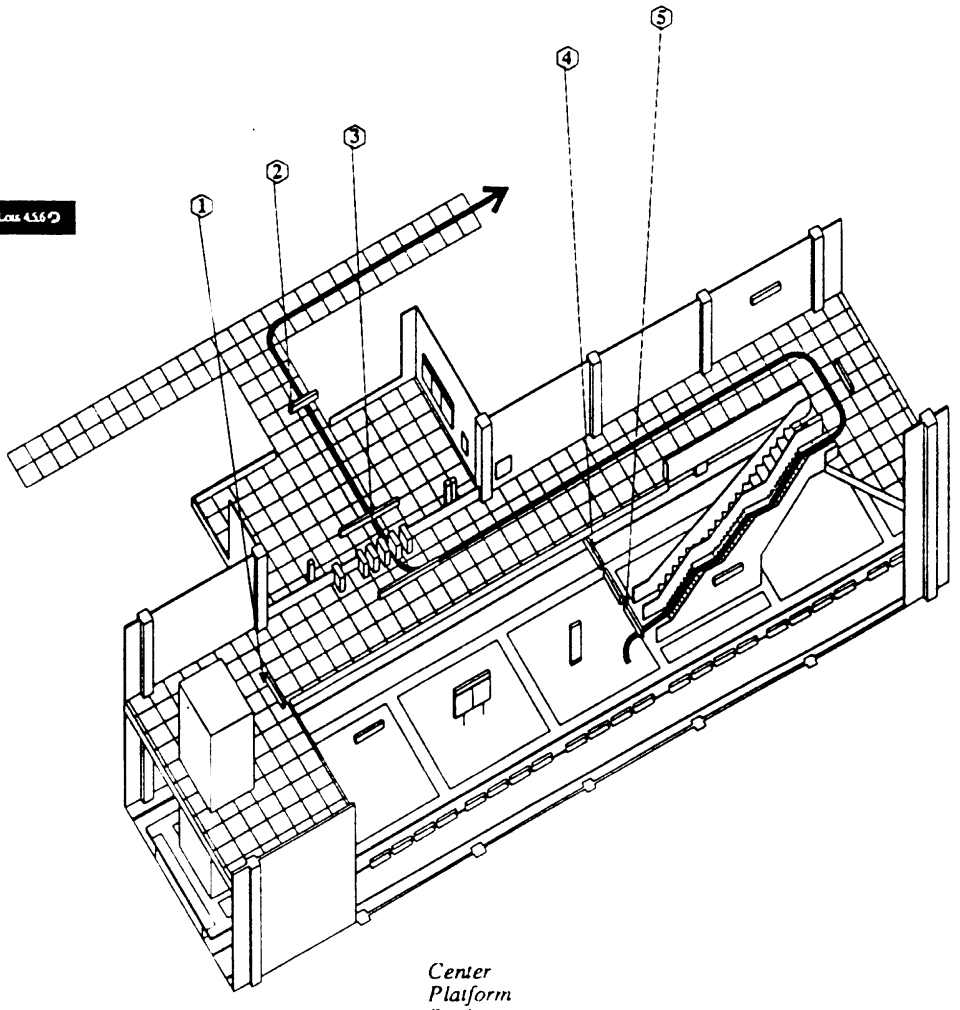
1 Band B6, *Sign Face* ID-3

2 Band B9, *Sign Face* ID-3

3 Band B12, *Sign Face* ID-3

4 Band B6, *Sign Face* ID-3

5 Band B6, *Sign Face* ID-3



Center Platform Stations

The Interior System Detraining EXIT Directional Sign Faces cont. I

The signs in the MARTA Interior System are to be placed and scheduled by the station architect for MARTA staff approval. Use the MARTA standard hexagon symbol on all drawing locations and references to identify the sign number Use the MARTA General Sign Schedule drawing sheet for scheduling of all signs other than Band and Tube signs. Use the Band & Tube Sign Schedule for these signs.

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Typically these Bands are located near decision points to direct patrons to vertical circulation elements, i.e. the walkways and stairs which lead from the train platform. Their placement must meet all life safety codes for emergency exit signing and be integrated into the MARTA emergency electrical system. Bands mount at 8'-6" above the finished floor. In some cases where the destination is not visible and the path obscured by columns, other traffic routes, etc., the MARTA Tube should be placed beneath the ID-3 face to clarify the directional message.

Remember to specify Band illumination (if required) on these sign faces separately from the EXIT unit, as the Band lighting electrical requirements are different and joined into a separate electrical system.

Manual 16.6.15 and 16.6.16 Contract Doc. AS139

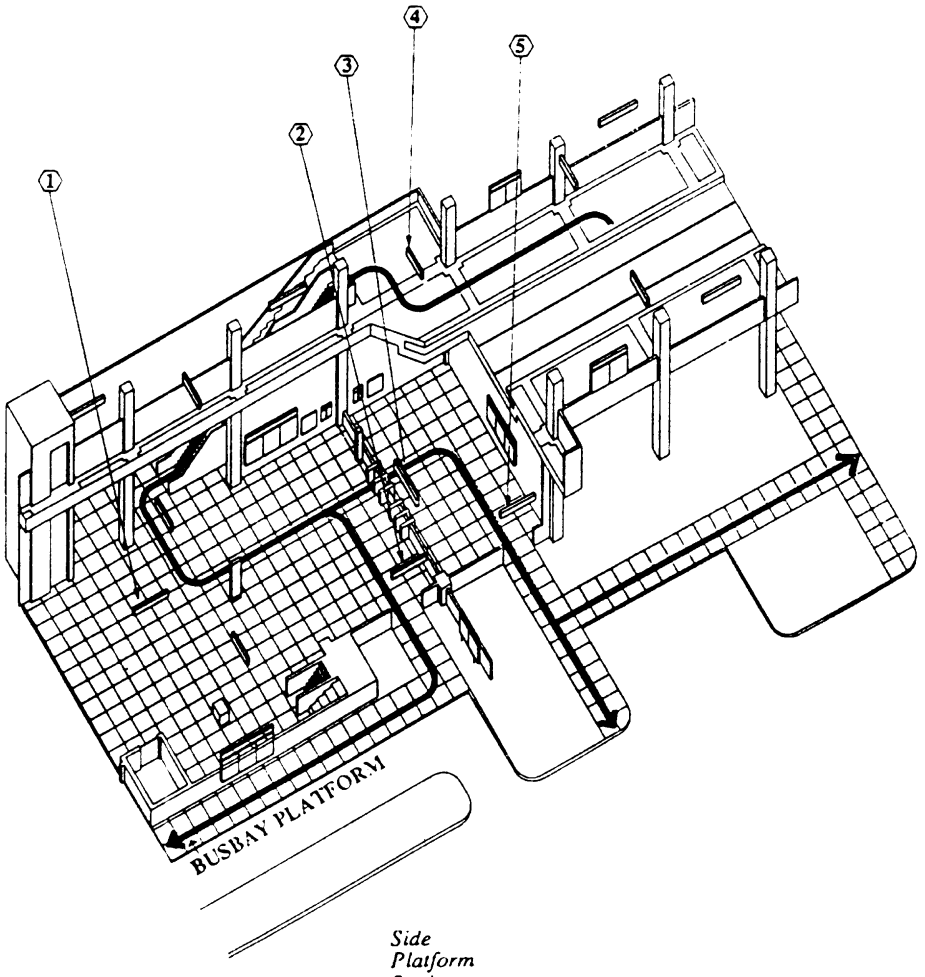
1 Band B6, *Sign Face* ID-3

2 Band B6, *Sign Face* ID-3, Tube T6

3 Band B9, *Sign Face* ID-3

4 Band B6, *Sign Face* ID-3

5 Band B9, *Sign Face* ID-3



Side Platform Stations

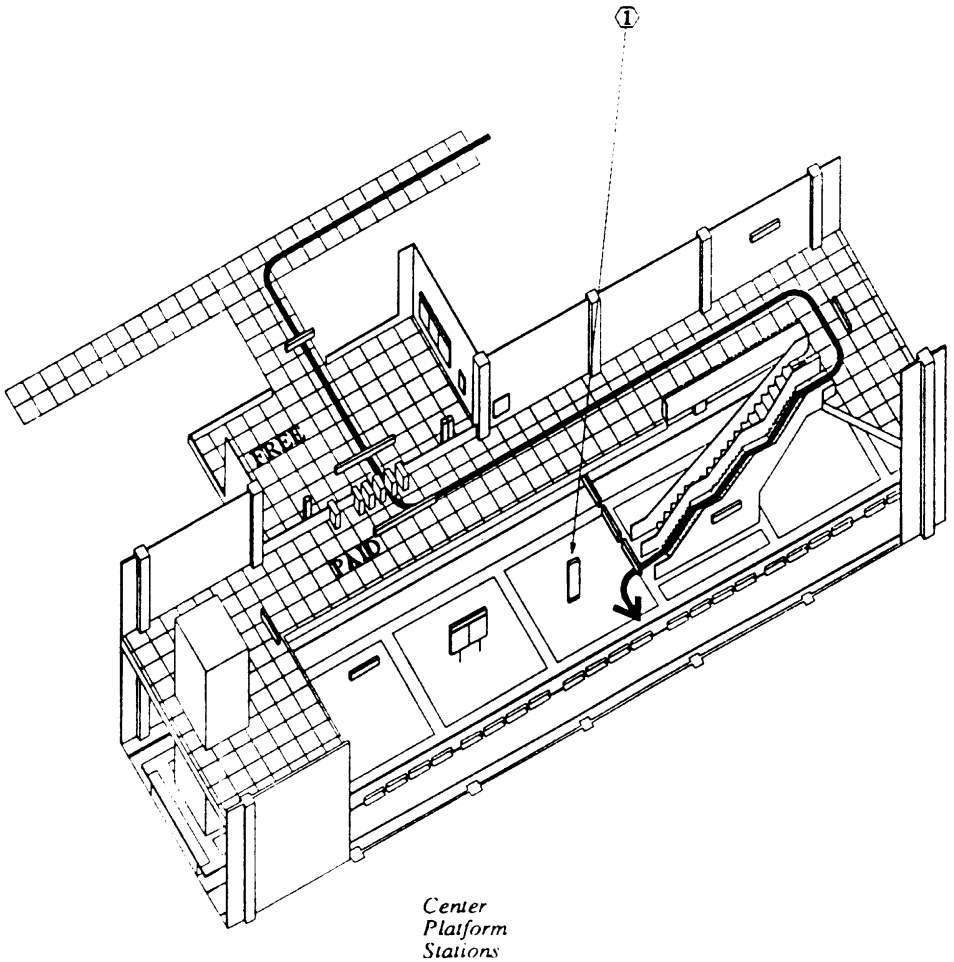
The Interior System Area Directory

I

The MARTA Area Directory, Sign Type I-1, is centered on the platform parellel to the platform. It is also placed at vertical circulation points requiring a destination route decision.

Manual Page 16.6.17 Specifications 10 Contract Doc. AS141

1 Area Directory



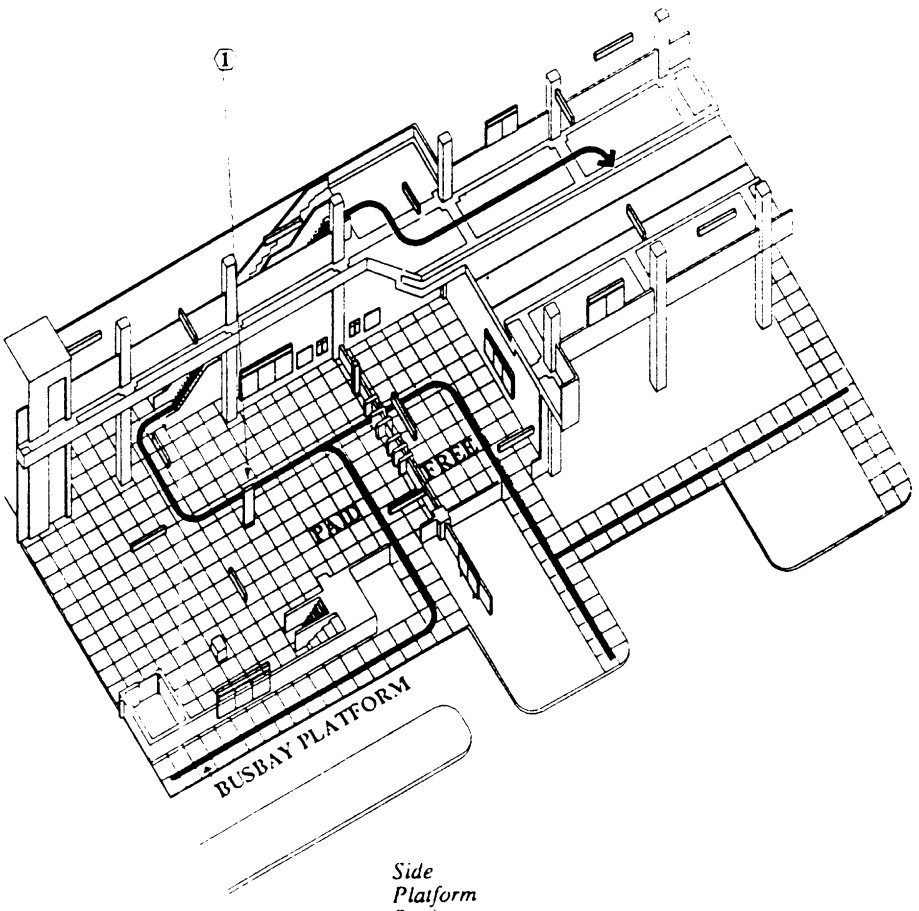
Center Platform Stations

The Interior System Area Directory cont. I

The MARTA Area Directory, Sign Type I-1, is centered on the platform parellel to the platform. It is also placed at vertical circulation points requiring a destination route decision.

Manual Page 16.6.17 Specifications 10 Contract Doc. AS141

1 Area Directory



Side Platform Stations

The Interior System Other Signs I

The signs in the MARTA Interior System are to be placed and scheduled by the station architect for MARTA staff approval. Use the MARTA standard hexagon symbol on all drawing locations and references to identify the sign number. Use the MARTA General Sign Schedule drawing sheet for scheduling of all signs other than Band and Tube signs. Use the Band & Tube Sign Schedule for these signs.

The MARTA Map & Information Case Header, Sign Type I-2, is placed above map and information cases per the related Contract Documents. The Map cases themselves are typically placed per section 16.8. *See manual page 16.8.1.*

Other sign placement is as follows:

Type I-3	*MARTA Warning Signs for Gates* *Placed at station entrances and at platform ends*
Type I-4	*Acrylic Telephone Identifiers* *Placed on the varying telephone units*
Type I-5	*Emergency System Identifiers* *Placed on the varying fire emergency cabinets*
Type I-6	*Door Identifiers* *Placed on doors of staff and special function rooms*
Type I-7	*MARTA RideStore Identification* *Placed only when a RideStore is present, per Contract Documents*
Type I-9	*Information Booth Identification* *Placed on Station Attendant & Information booths*
Type I-10.	*Elevator Usage Indicator* *Placed next to elevator doors at all levels*
Type I-11	*Miscellaneous Decals* *Placed per need in rail cars and at station entrances, etc.*
Type I-12.1	*Airport Train Platform Information Band* *Placed on the platform to indicate the platform side for the airport train and to reassure patrons as to airport train scheduling. Place every 75' within three architectural bays.*
Type I-13	*Miscellaneous Interior Plaques w/Projecting Mount* *Placed where warranted at top and/or bottom of stairs and escalators and along service corridors.*

Maps M

Maps in the MARTA system are designed to be viewed in sets. The two standard sets of maps are the Rapid Transit System Diagram and the System Maps as a pair and the Diagram, the System Map, the Neighborhood Map as a group of three. All maps will be supplied by MARTA. Map cases and bus schedule racks are to be supplied by station contractor.

One set of the three maps are to appear in the free area concourse between each entrance and Fare Gate barrier, and in the paid area concourse for reinforcement information.

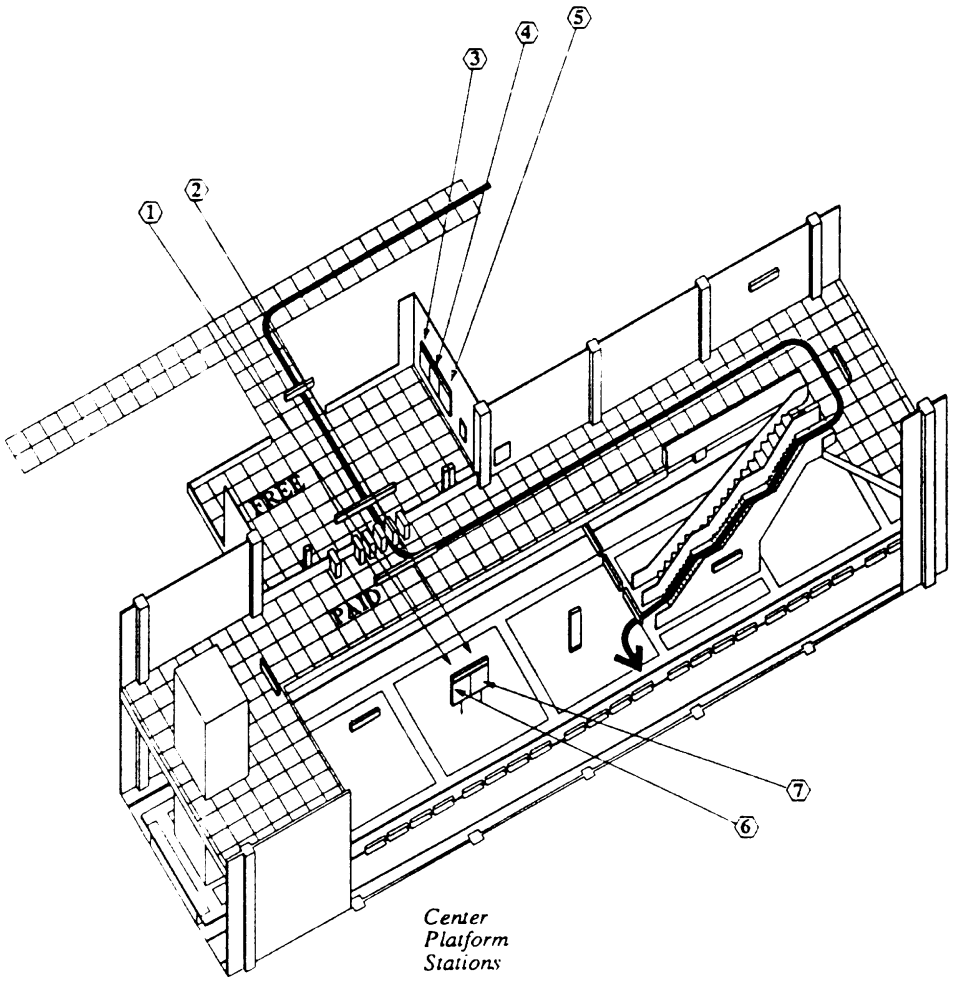
Two pairs of the Diagram and the System Map are to be located in the middle third of each side platform of a station. In center platforms of station there should be four pairs of maps, two pairs for each track side. In the case of the center platform it may be desirable to group two pairs of maps back to back on a single mounting.

Although a bracket (wall) mounted installation of the maps, in pairs or groups of two or three, is preferred, they may be post mounted so long as there is no concealment of areas around the maps from public or closed circuit television surveillance.

The Map Cases holding map displays have been given the designation "M" for maps and are specified as follows:

M1 Single unit Map Case
M2 Two unit Map Case
M3 Three unit Map Case
BR Bus Schedule Rack

1 *MARTA System Map*
2 *Rapid Transit System Diagram*
3 *Rapid Transit System Diagram*
4 *MARTA System Map*
5 *Station Neighborhood Map*
6 *Rapid Transit System Diagram*
7 *MARTA System Map*
8 *Bus Schedule Rack*



Center Platform Stations

Maps cont. M

Maps in the MARTA system are designed to be viewed in sets. The two standard sets of maps are the Rapid Transit System Diagram and the System Maps as a pair and the Diagram, the System Map, the Neighborhood Map as a group of three. All maps will be supplied by MARTA. Map cases and bus schedule racks are to be supplied by station contractor.

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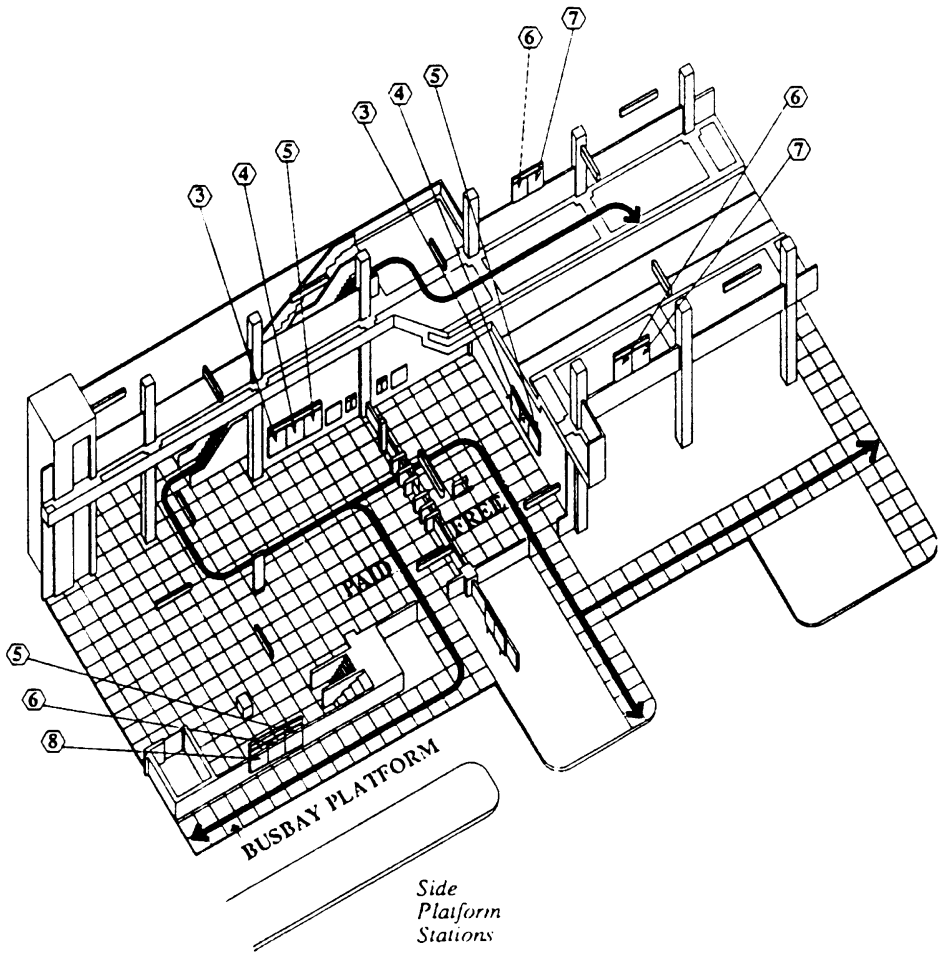
BR Bus Schedule Rack

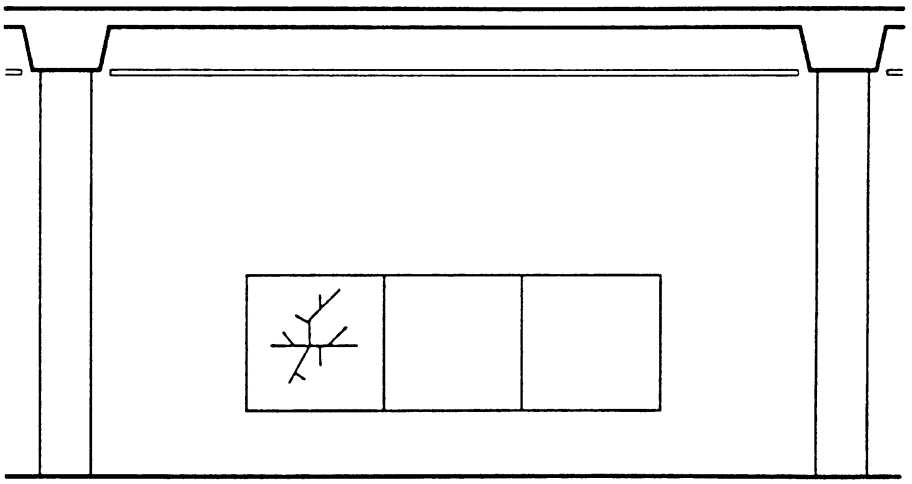
1 *MARTA System Map*
2 *Rapid Transit System Diagram*
3 *Rapid Transit System Diagram*
4 *MARTA System Map*
5 *Station Neighborhood Map*
6 *Rapid Transit System Diagram*
7 *MARTA System Map*
8 *Bus Schedule Rack-1 or 2 used in Busbay area depending on number of bus routes*



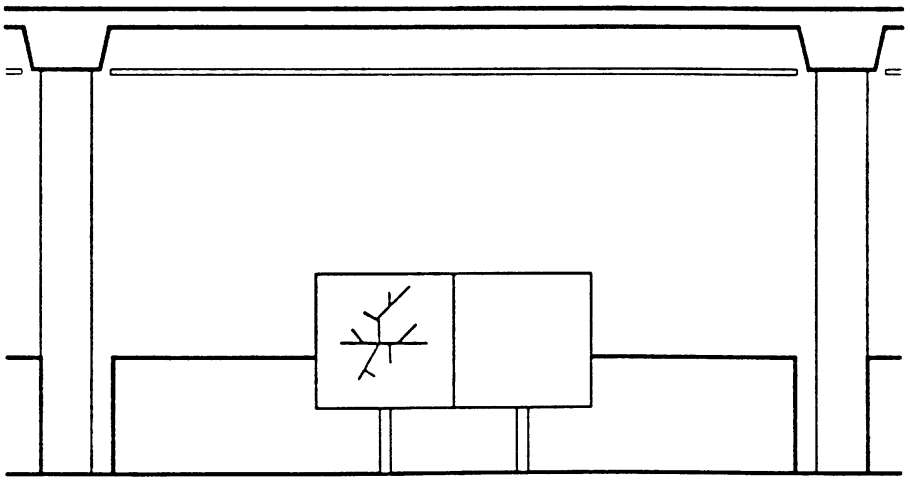
The Rapid Transit System Diagram D1

The Rapid Transit System Diagram, display item D1, always appears in the left position of the map pair or set of the three maps.

Description:	*Schematic diagram of rail system, station names and intersecting metropolitan expressways*
Placement:	*Free concourse area, Paid concourse area, and platform area*
Mounting Ht.:	*2'- 6" maximum to bottom*
Mounting:	*Bracket (wall) or post*
Color:	*Grey, green, black, orange, yellow and blue on white field*
Field:	*4' x 4'*
Illumination:	*Direct or ambient.*



Bracket (wall) mounted

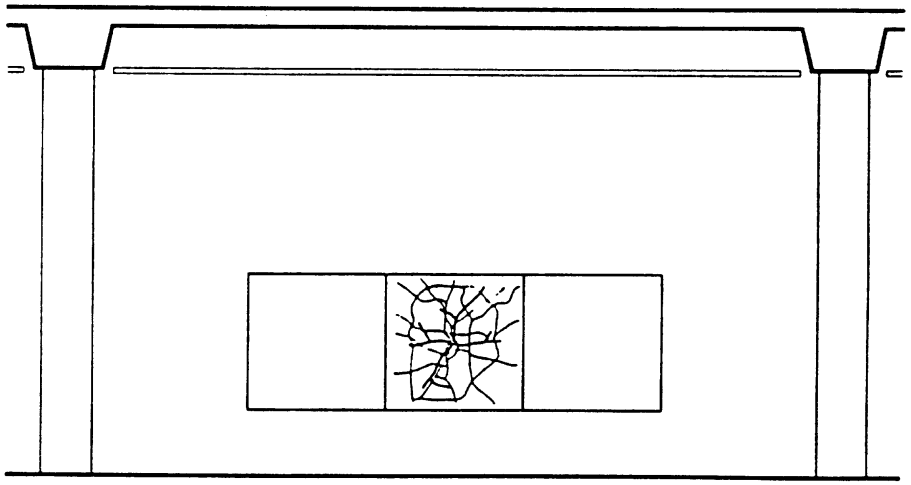


Post mounted

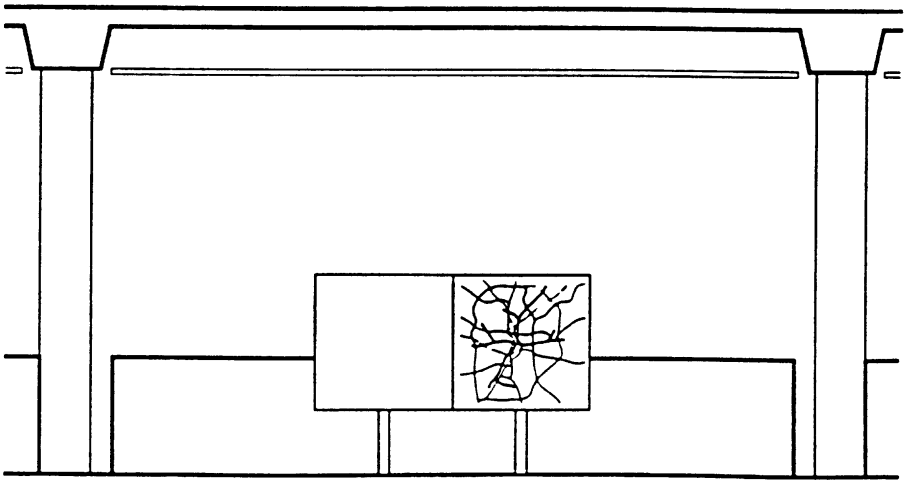
The MARTA System Map D2

The MARTA System Map, display item D2, always appears immediately to the right of the Rapid Transit System Diagram in a map pair or set of three maps.

Description: *Geographically accurate map illustrating MARTA rail lines and bus routes, all streets and expressways, and communities.*
Placement: *Free concouse area, Paid concouse area, platform area, and bus bay*
Mounting Ht.: *2'-6" Maximum to bottom*
Mounting: *Bracket or post*
Color: *Multi-colored*
Field: *4' x 4'*
Illumination: *Ambient.*



Bracket (wall) mounted

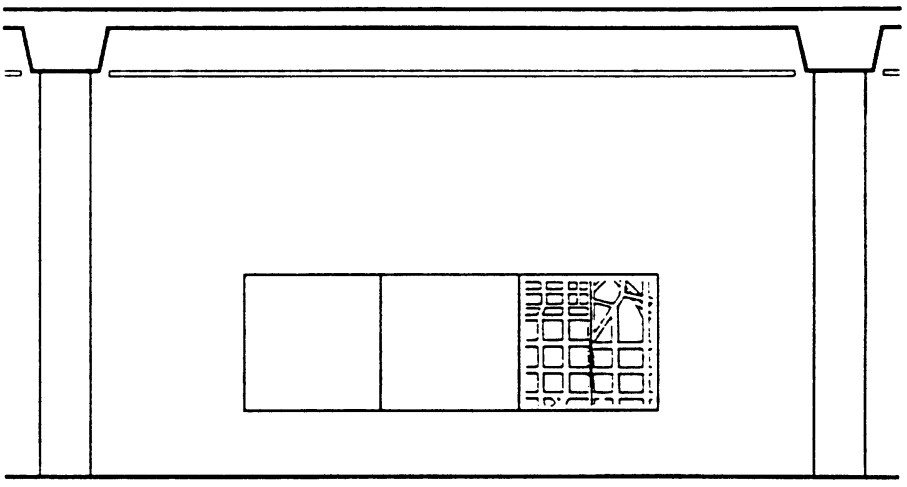


Post mounted

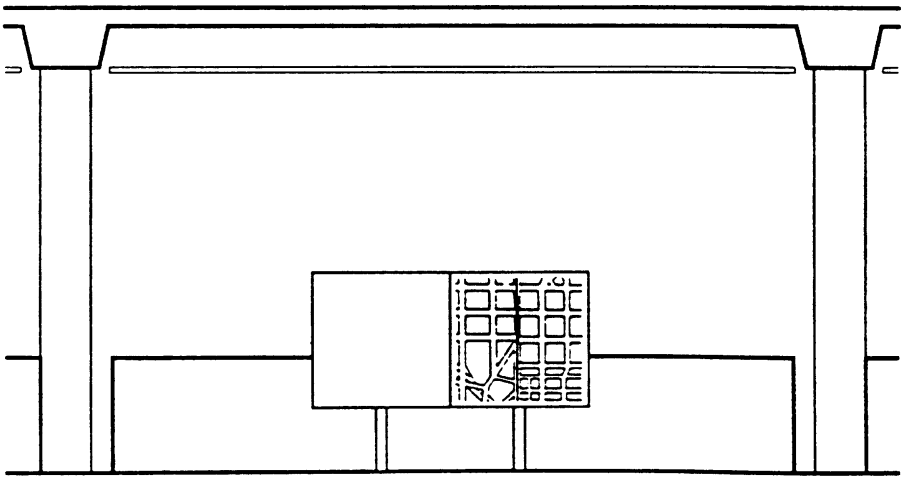
Station Neighborhood Map D3

The Station Neighborhood Map, display item D3, is used only in sets of all three maps.
It appears immediately to the right of the MARTA System Map.

Description:	*Detailed map of the area around the station including major bus routes, streets, landmarks and places of interest in the neighborhood*
Placement:	*Free Concourse area, Paid Concourse area, and Bus bay*
Mounting Ht.:	*2'-6" Maximum to bottom*
Mounting:	*Bracket or post*
Color:	*Multi-colored*
Field:	*4' x 4'*
Illumination:	*Ambient.*



Bracket (wall) mounted

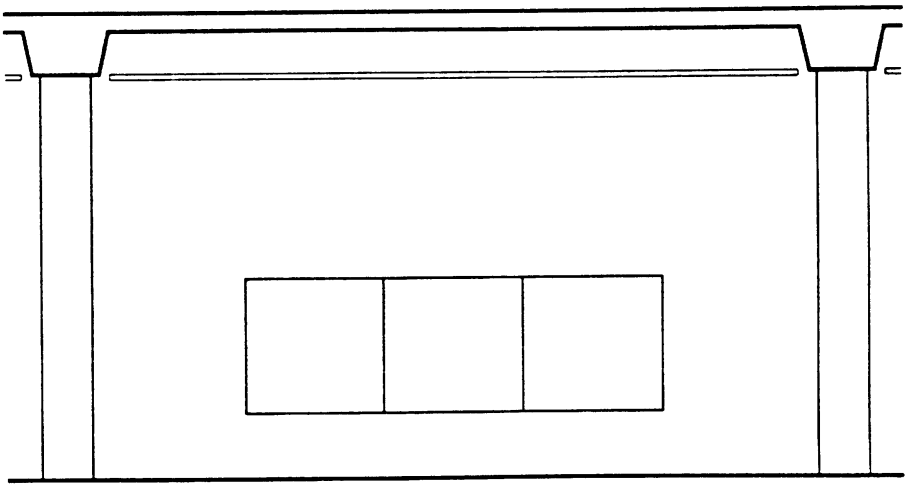


Post mounted

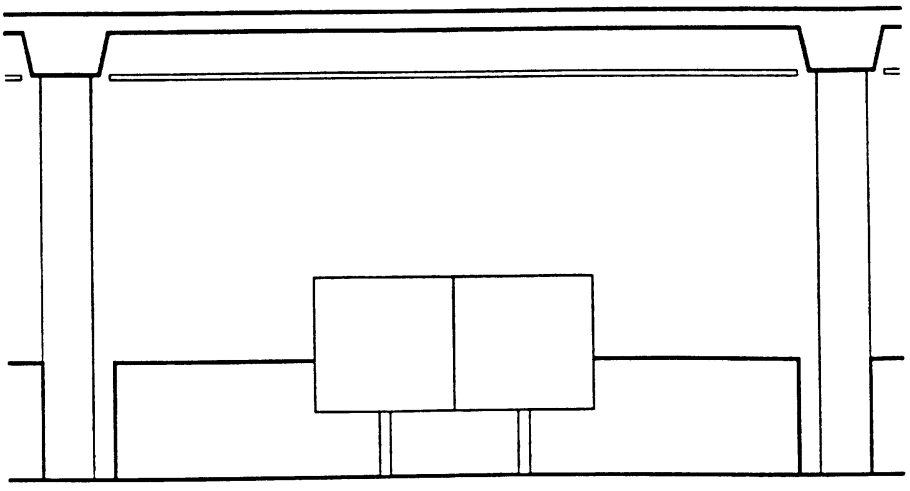
Bus Schedule Rack D4

The bus schedule rack, display item D4, is used in the busbay area. Either one or two bus schedule racks are used depending on the number of routes served by the station's Bus schedule racks can be stand-alone units or configured with MARTA System Map and Station Neighborhood Map Cases.

Description:	*Bus schedule rack that contains 2" x 5" pamplets of each route description & schedules.*
Placement:	*Busbay areas*
Mounting Ht.:	*2'- 6" maximum to bottom*
Mounting:	*Bracket or post*
Color:	*Stainless Steel*
Field:	*4' x 4'*
Illumination:	*Ambient.*



Bracket (wall) mounted



Post mounted